

Scale AVIATION Modeller International

WITH
PULL OUT
SCALE PLANS

Volume 10 Issue 5 May 2004 £3.80
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Lockheed F-80 Shooting Star

by Richard J. Caruana

Avro 504K
Curtiss P-40F/L
N.A. P-51 Mustang
Blohm & Voss Bv 222



Czech Model from Czech Republic
CM4812 Grumman Goose
 1/48 Scale
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Czech Model from Czech Republic
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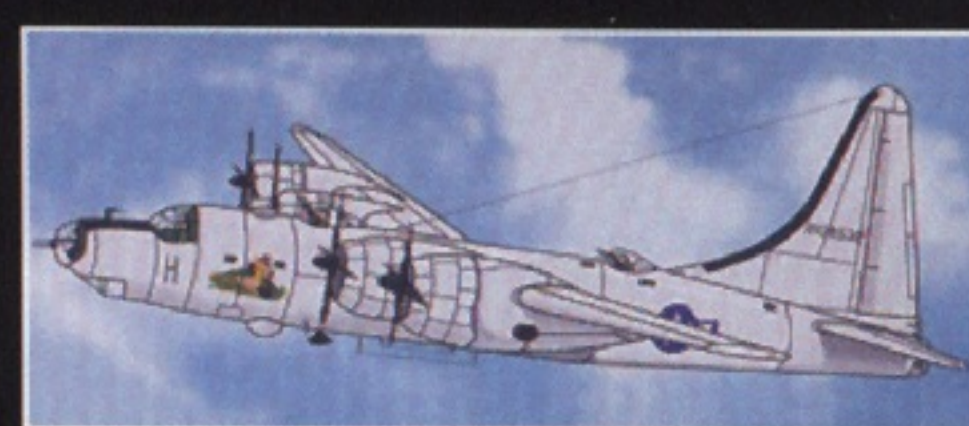
PM Models from Turkey
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 1/72 Scale
\$5.98.....\$5.47



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Lockheed F-80 Shooting Star

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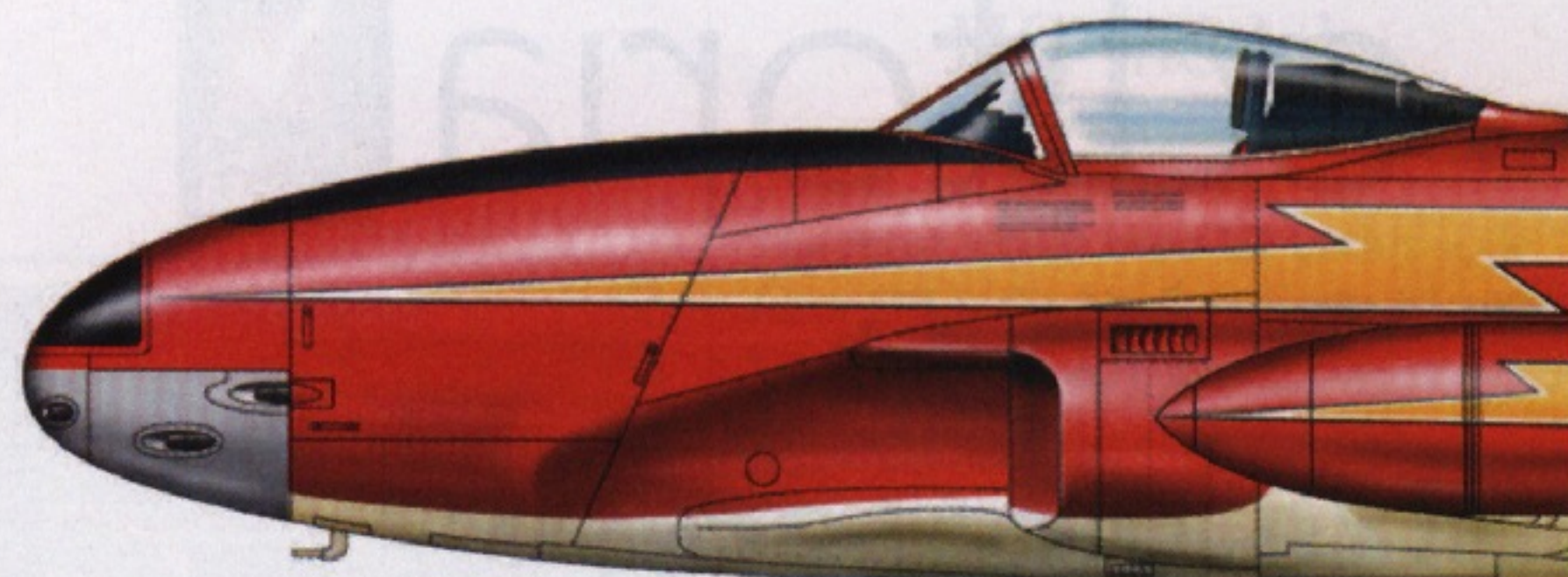
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editorial

Size matters!

In the last couple of years we have seen a slight move in the interest in scales within this hobby. In the past the big scales above 1/48th scale have not been that well serviced by the industry, so as a result have not been that well followed. In the last few years though we have seen a huge increase in the amount of 1/32nd and even 1/24th scale products being released and as a result the interest these generate has resulted in a shift in modellers' activities. I have kept a pretty close watch on this and have seen the sales of kits from the likes of Trumpeter, as well as Hasegawa, Revell and Academy, which seem to be pretty healthy for these big scales. However, just how many have you

seen built? I must admit I have seen one 1/24th Trumpeter Spitfire (which transpired was a review kit) and a couple of Bf 109s at shows, but that is it. I appreciate that these bigger kits take longer to build, but where are they all?

Whenever a new 1/48th scale kit is released you can bet a built one will be on the table at the next event, but 1/32nd and 1/24th...? I have a suspicion that the vast majority of these kits in the UK (and maybe elsewhere in the world as well) are

becoming 'loft insulation' with the

purchaser taking a long-term view as to their eventual construction. The main problem with all this is that the emphasis has moved from 'modeller' to 'kit hoarder', and in this there is a worrying trend. So, if you have just splashed out a goodly amount of cash on one of these 21st Century beauties, don't just leave it in the box, build it. I know many of you wait for all the accessories etc to be

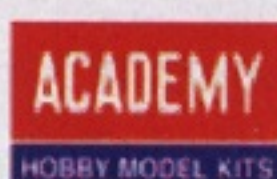
released, and there is no problem in that, and some of you wait for articles etc to appear in print (which we will be doing in the coming months with most of the latest big-scale stuff), but modelling is an interactive hobby and the process of actually making something defines it. Leaving it to insulate the loft does little for our hobby and I suspect in the long term only helps to deplete it. After all they are 'plastic model CONSTRUCTION kits', not 'plastic model COLLECTING kits'.

Go on, enjoy a big build!

Richard A. Franke

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news update



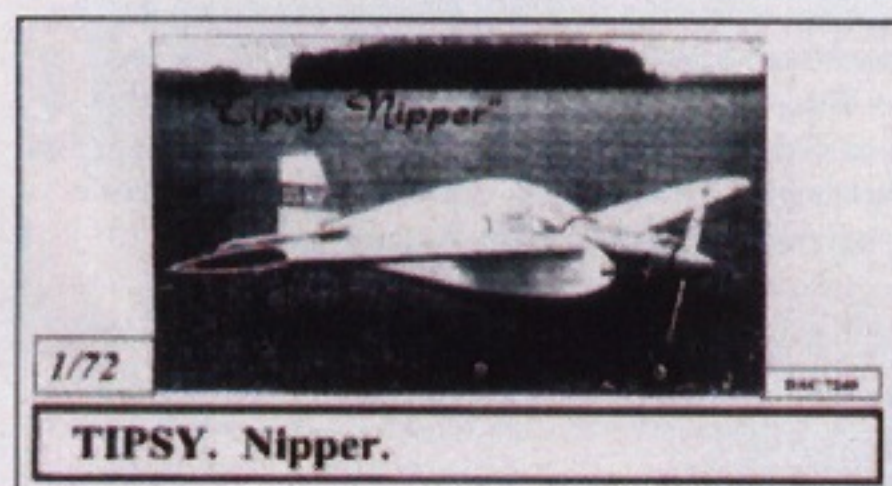
1/144th

Back again during late March were the Grumman F-14 Tomcat (#4434/£1.99), F-15 Eagle (#4435/£1.99), F-16 Fighting Falcon (#4436/£1.99) and F-4F Phantom (#4437/£1.99), all of which are probably based on the old Crown toolings.

1/72nd

Due for release during April should be the all-new tooling of the LTV F-8E Crusader (#1615).

DUJIN



1/72nd

Readily available in the UK in late March were resin kits of the Topsy Junior (#7239/£18.35) and Topsy Nipper (#7240/£13.10).



1/144th

This is a new firm to us, but they produce resin kits in 1/144th and 1/72nd scales. The most recent in this smaller scale is the Spad A-2 (#44002/£8.30).



1/72nd

In this larger scale they have recently released the Letov S-16 prototype (#72001/£10.40) and the Fokker D.VII [RAD] (#72021/£15.25).



1/48th

The first kit in this scale from Ardpol is due soon and it will be the Martin Kitten KIII (#48-201).



1/48th

Some of you noted that a Messerschmitt Bf 109E was listed by us in the 'New Kit Listing' last month. Please be aware that this was an error on our part and should NOT have been included. Accurate Miniatures has no intention of releasing this subject and my apologies to both them and our readership for any confusion this may have caused.



1/48th

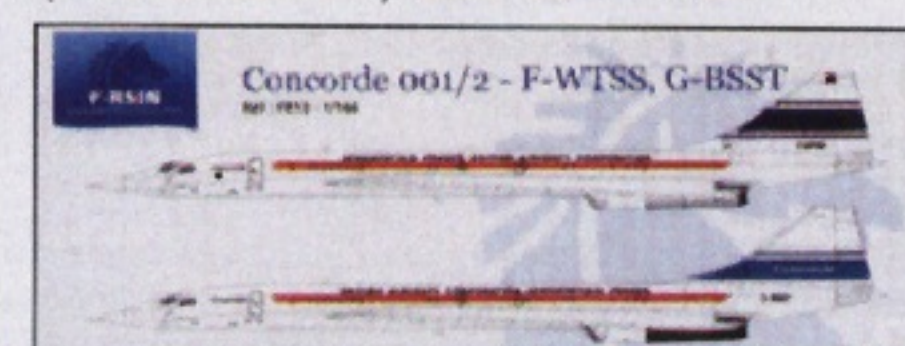
Released in Japan during early March was the all-new Me 262 Mistel (#5541/¥3900). Also released in Japan, although in late March, was the Junkers Ju 88C-6 Night Fighter (#5540/¥4000) kit. This is not a reissue, as the previous C-6 version produced by Dragon was the Zerstörer; this new night fighter version features a revised nose, new

canopy, new flame dampers on the exhausts, photo-etched antenna array and decals printed by Cartograf (who many will have noted seem to be doing all Dragon's decals of late). There is no confirmed UK release date or price on this item as we go to press, but it is scheduled for release in America during March with a retail price tag of \$39.95.



1/144th

This resin kit manufacturer has recently released kits of the Bloch 220 'Air France F-AOHJ' (#4412/£22.50) and Concorde



001/002 [F-WTSS and G-BSST] (#4413/£22.50)

EASTERN
EXPRESS

1/72nd

Released in the UK in mid-March was the MiG-29 Type 9-13 (#72118/£7.99).

FUJIMI

1/144th

Noted as being released in Japan in this scale recently were three boxings of the Ki-44 Shoki & J2M Raiden. These consist of set number 2 (14404/¥900), Set 3 (14408/¥900) and Set 4 (#14406/¥900), although what each actually offers (probably different decal options) is hard to tell.

1/72nd

April releases scheduled in Japan include the McD D F-4S Phantom II 'Black Bunny' (#26021/¥1000), McD D F-4C/D Phantom II 'Vampire' (#26022/¥1000), McD D RF-4B Phantom II 'US Marine Eyes of the Corps' (#72160/¥2000) and MiG-21bis 'Russian AF Blue Hawk' (#72161/¥1800).

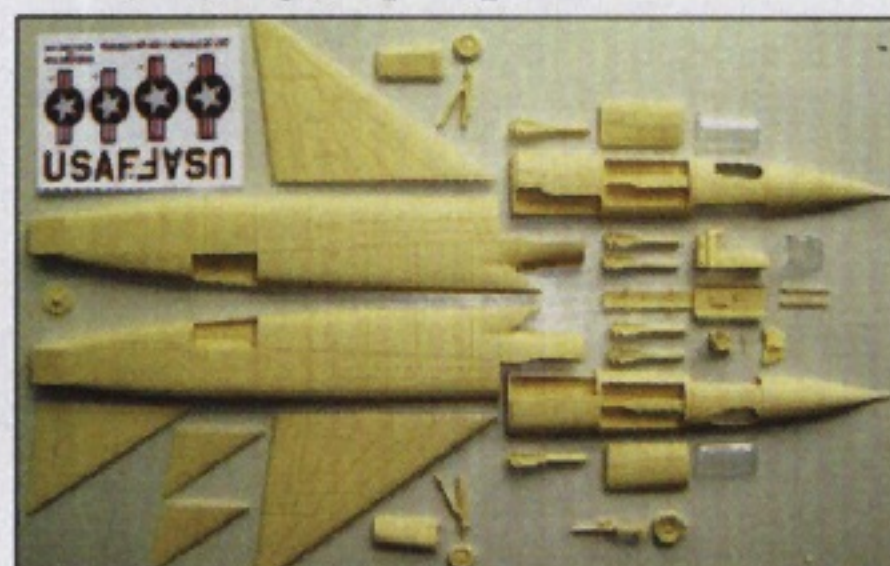
1/48th

Due for reissue in this scale during April are the Focke-Wulf Fw 190D-9 (#30006/¥700), Douglas Skyraider (#30008/¥700), Messerschmitt Bf 110C/D (#30009/¥700), Westland Wasp HAS Mk 1 (#30138/¥940), Bell OH-58 Kiowa (#30139/¥940) and MBB Bö-105 (#30140/¥940).

ANIGRAND
CRAFTS WORK

1/72nd

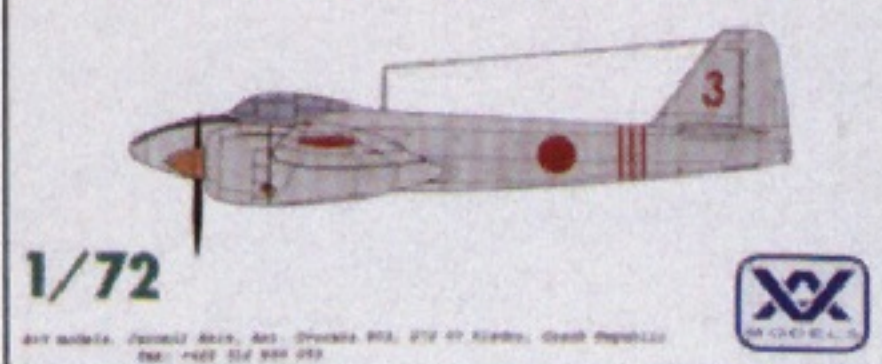
The most recent resin kit from Anigrand to reach the UK, as at the end of March 2004, was the Piasecki VZ-8P Airgeep (#7219/£24.99), US Army flying jeep experiment.



This will be followed by the Republic XF-103 Thunderwarrior, although we have no idea of the UK price for this item as we go to press.

1/72nd

Kawasaki Ki - 96



Produced in this scale during early March was the Kawasaki Ki-96 (#120/£27.70).

This was followed in late March with the release of the Kawasaki Ki-108 (#119/£27.70).

Classic Airframes



1/48th

Available in the UK in early March was the Gloster Meteor FR Mk 9 (#CF457/£29.95) with decals for Nos.2 and 79 Squadrons (RAF) and an Israeli aircraft.

This was followed in mid-March by the Gloster Meteor F Mk 8 [Early version] (#CF466/£29.95). This kit comes with decals for No.56 Squadron, RAF Waterbeach, No.326 Squadron, Royal Netherlands Air Force and No.772 Squadron, RAAF. Korean War.

LEGATO
KITS

1/144th

Released in late March in this scale was a resin kit of the ATR-42 in 'CSR' markings (#4402/£25.99).

MINICRAFT
MODEL KITS

1/144th

Minicraft have been busy during March with the release of the Boeing B-377 Stratocruiser 'United' (#14501/£10.99), Boeing 707-320 'Braniff International' (#14502/£14.99), Boeing 757-200 'Eastern Airlines Hockey Stick' (#14505/£14.99) and Boeing B-17G 'Bit o' Lace' (#14519/£4.49).



1/48th

New limited run kits from this manufacturer during March included the Beech T-34C Turbo Mentor with rocket pods (#4810/£29.99) and the frighteningly expensive Curtiss A-8



Shrike (#4811) at £35.95 and Grumman JRF Goose (#4812) at £44.95!

Heller



1/72nd

Back once again during late March were the Fouga Magister CM.170 (#80220/£3.99), Messerschmitt Bf 108B Taifun (#80231/£3.99),



SAAB J-21 (#80261/£3.99), North American T-28 Trojan 'Fennec' (#80279/£3.99), SAAB JA-37 Jaktviggen (#80309/£5.99), SAAB



AJ-37/SF-37 Viggen (#80325/£5.99), Canadair CL-415 'Securite Civil' (#80370/£11.99), Canadair CL-215 (#80373/£9.99) and Nord 2501 Noratlas (#80374/£11.99).

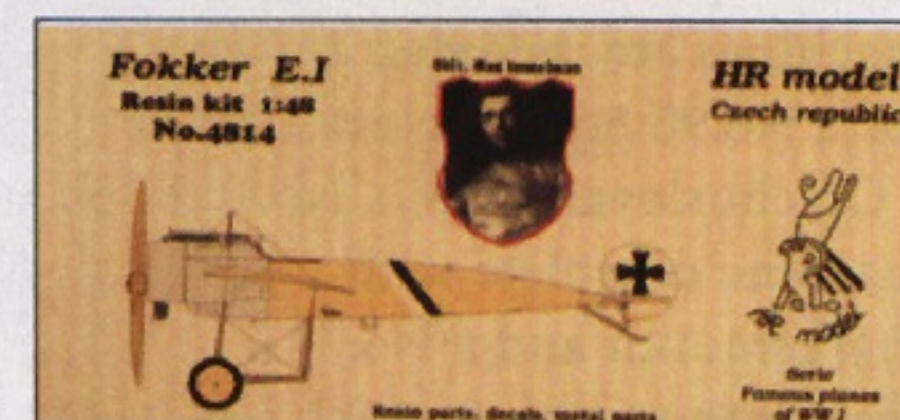
1/48th

The only item recently reissued in this scale is the Dassault Mirage IVP (#80493/£13.99).

HR model

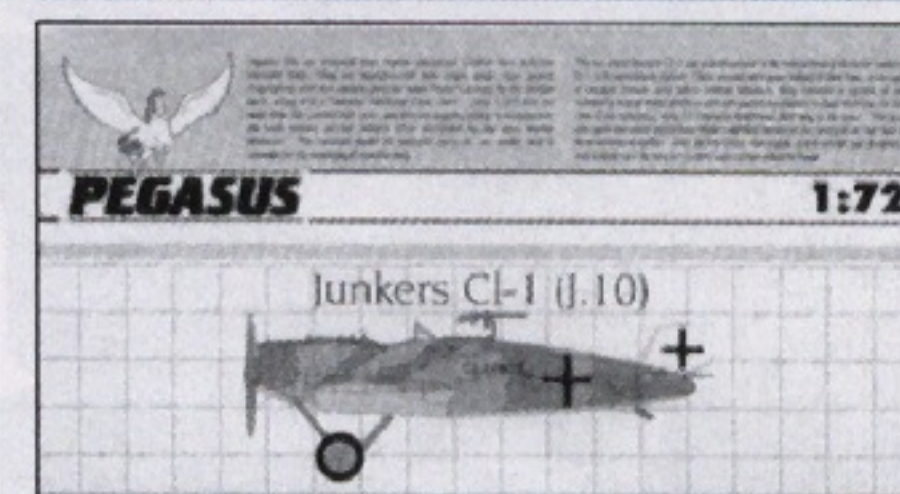
1/72nd

The most recent resin kit in this scale from HR is the Messerschmitt Bf 109 V3 (#7293/£16.60), which comes complete with decals and white-metal parts.



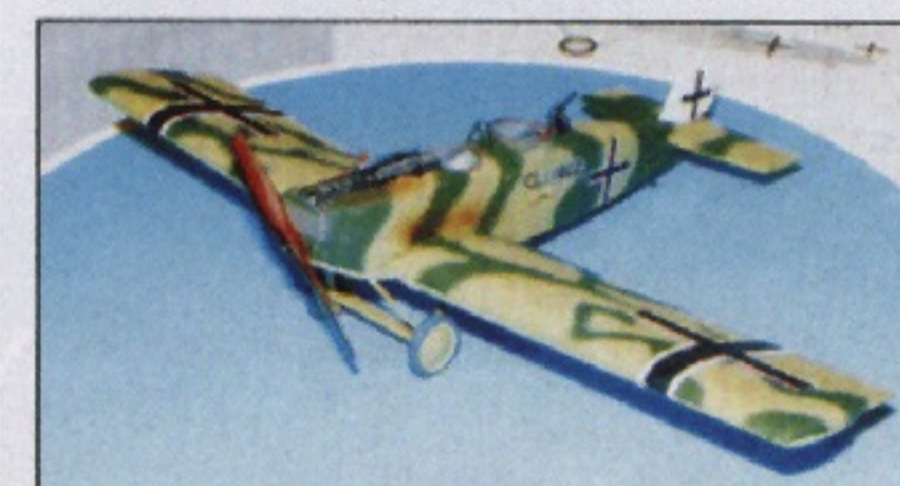
1/48th

The most recent kits in this scale include the Fokker E.I (#4814/£26.15) and the Fokker M.5L (#4816/£26.15).



1/72nd

Produced during mid-March was the all-new kit of the Junkers Cl.I [J-10] (#5005/£14.99). This is a beautiful



limited-run kit with pewter detail parts and the finesse with which pegasus have achieved the corrugated



surface of the subject in this small scale has to be seen to be fully appreciated.



1/144th

Due for release during April is the all-new tooling of the Mitsubishi A6M2 Zero Fighter (#14107/¥1000). This will be followed by the Nakajima A6M2N Rufe, although we have no confirmed release date on that as yet.



1/72nd



The latest kit from this manufacturer is the Bolton Paul Defiant Mk I 'Hi-tech' (#72530). This kit features the standard injected kit plus resin and photo-etched detail parts. Both injection moulded and vac-formed canopies are also provided. Decals for three machines are included and these are for a No.96 Sqn machine, flown by a Czechoslovak crew, a No.152 Sqn machine complete with sharkmouth and a No.307 Squadron machine which has its day camouflage oversprayed for night operations.



1/24th

Due for worldwide release by the time you read this will be the V.S. Spitfire Mk Vb Floatplane (#02404/¥12000).



1/72nd

Following their previous two releases of the Curtiss Jenny, Olimp released the Curtiss JN-4HG gunnery version (#72004/£5.30) during mid-March.



1/72nd

It is good to see this range coming into the UK at last, as Hannants now seem to be carrying stock. Their most recent arrival therefore is the Pitts Special AIRock 200 and 2003 (#AB04/£9.99), which actually includes two complete kits and two sets of decals!



1/72nd

Released in the UK in mid-March was the all-new tooling of the Republic P-47N Thunderbolt (#1240/£7.99) by Italeri.



1/144th

Released in the UK in this scale during mid-March was the Grumman F-14A Tomcat 'Black Bunny' (#04029/£2.99).



Due for release in April in this scale is the Concorde Gift-Set (#05755/£27.99). This set has been produced to celebrate the final flight of Concorde F-BVFB which took off from Roissy on the 24th June 2003 for her very last flight. This flight ended at Karlsruhe/Baden-Baden, Germany, after which she was dismantled and shipped to the Car and Technology Museum, Sinsheim, Germany, where she arrived on the 20th July 2003. She now sits side-by-side with her Russian counterpart, the Tupolev Tu-144 'Concordski'. This gift set includes the kit along with a 42cm x 60 cm poster of F-BVFB during her last flight.



1/72nd

The only new item in this scale during March was the Hawker Hurricane Mk IIc (#04144/£3.99).



1/48th

Back once again in a Revell box this

time during mid-March was the ex-Monogram Douglas A-1H Skyraider (#04584/£13.99) and the ex-Hasegawa McDD Phantom FGR Mk 2 (#04588/£22.99). Released in



the UK in this scale during late March was the Sikorsky MH-60K (#04458/£14.99).

Due for release by the time you read this will be the reissue of the



MiG-25PD 'Foxbat A' (#04589/£19.99). This kit includes two AA-6 Acrid (infra-red homing) and two AA-6 Acrid (active radar homing) missiles plus decals for three versions; Soviet Air Force, Ukrainian Air Force and Libyan Air Force.

1/32nd

Released in the UK in late March was the Eurocopter EC-135 Polizei (#04428/£14.99).



1/72nd

Stream: This is a new name to us, but this firm released new(?) injected kits



of the Spitfire Mk VIII/Mk IX floatplane (£6.99) and Spitfire Mk VIII/Mk IX (£5.99) during late March.



1/72nd

Due for release from this manufacturer by the time you read this should be the Boeing XF8B.



1/48th

Due for release in March is the A-10 Warthog (#5521/\$19.20).



1/48th



The next kit due in this scale will be the Pfalz D.XII 'Late

Version' (#SH48024). This is an injected kit with resin and etched brass details for the interior etc. Decals, which include lozenge pattern, are for two machines, one from Jasta 32 and the other a red-striped tail machine operated by an unknown unit.



1/100th

As part of their current reissue schedule Tamiya reissued the following aircraft kits in this scale in the UK during late March: Douglas A-4E Skyhawk (#60003/£9.50), SAAB J-35F Draken (#60006/£9.50), Lockheed F-104G/J (#60008/£9.50), SAAB AJ-37 Viggen (#60011/£9.50), H.S. Buccaneer S Mk 2 (#60021/£9.50), Messerschmitt Me 262A & Me 163B (#60023/£9.50), McDD F-4EJ Phantom II (#60028/£9.50) and Republic F-105D Thunderchief (#60029/£9.50).



1/72nd

Released in Japan during March was the all-new kit of the Republic P-47D Thunderbolt 'Razorback' (#60769/¥1400).



1/48th

Released in Japan during March was the revised Gekko in the form of the J1N1-Sa version (#61093/¥3400). This kit features the later single exhaust stacks, three dorsal-mounted 30mm cannon and the deletion of all other armament. The kit also features the nose-mounted radar antenna and two new crew figures.

...continued on page 408



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With its unique ice-blue grip and streamlined shape, the affordable new A4704™ Contempo™ gives you everything you've come to expect from an Aztek® airbrush—rugged construction, ease of use, total flexibility and outstanding performance.

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The Contempo™ comes complete with a general purpose acrylic nozzle, an acrylic detail nozzle, 12cc paint cup, cleaning tool, rugged vinyl hose, compressor adapter, pipette and a sleek, stylish storage case.

so they'll be safe if you need to soak them clean.

And since the Contempo™ can use any of the other Aztek®

nozzles available separately—as well as additional color cups, bottles, air compressors and more—it can grow with you as your needs change.

Combined with options like left or right color cup mounting and single- or double-action operation, the Contempo™ will provide you with all the flexibility and performance you need to be productive.

And it comes at a retail price of just \$89.99*.

It doesn't get much cooler than that.

AZTEK



1/200th

Released in the UK during March was the Douglas DC-10-40 'JAL' (#10733/£10.99). This should soon be followed by the Airbus A321 'Prototype' (#10648) and MD-90 'JAL' [New Markings] (#10651).



Due for release during March in Japan are the Boeing 767-200 'American Airlines' (#10653/¥1600) and the Boeing 747-400 in the new Northwest colours (#10652/¥1800).

Due for release during April will be the Douglas C-47 Dakota 'Israeli Air Force' (#10654) and the Boeing 747-400 'Lufthansa' (#10707).

1/72nd

Released in the UK in mid-March were the N.A. P-51D Mustang 'Big Beautiful Doll' (#00676/£9.99),



Kawasaki Ki-45 Kai Koh Toryu 'Night Fighter' (#00677/£9.99), Focke-Wulf Fw 190F-8 'Schlachtgeschwader 4' (#00678/£9.99), Lockheed P-38L Lightning 'Major Richard I. Bong'



(#00679/£10.99), Nakajima Ki-27 Nate 'Manchoukuo AF' (#00684/£9.99), N.A. P-51D Mustang 'Swiss Air Force' (#00685/£9.99) and the McDD F-4EJ Kai Phantom II 'No.301 Sqn 30th Anniversary' (#00693/£17.99).



March releases in Japan in this scale included the McDD F/A-18E Super Hornet (#E19/¥1800), Lockheed S-3B Viking 'VS-21



Fighting Redtails' (#00688), North American P-51B/C Mustang 'Blue Nose' (#00689/¥1400), Mitsubishi J2M3 Raiden '302nd Flying Group' (#00690/¥1400), Grumman F9F-8 Cougar 'VT-26' (#00691/¥1400), V.S. Spitfire Mk VIII 'Pointed Wing' (#00692/¥1400) and McDD F-4EJ Kai Phantom '301st Sqn 30th Anniversary' (#00693).



April releases should include the Grumman Martlet Mk III 'No.805 Squadron' (#00694), IAI Kfir C2

'143rd Squadron' (#00695), Nakajima Ki-44-II Shoki 'Flight Training



Squadron' (#00696), Grumman F6F-5K Hellcat 'Target-Tow Plane' (#00697), Cessna T-37C 'ASAS De Portugal' (#00698), Lockheed F-104S Starfighter '82nd Anniversary' (#00699), McDD F-15A Streak Eagle (#00700) and the F-16C Fighting Falcon 'Blue Nose' (#00701).



1/48th

New items in the UK by mid-March included the N.A. P-51D Mustang 'Blue Nose' (#09527/£16.99), Mitsubishi A6M2b Zero Type 21 'All Green' (#09528/£16.99), Chance-Vought F4U-4B Corsair

new kit listing 2004 pt 2

The following list is in addition to our initial list of new releases published in the March edition (See Vol.10 Iss.3). All of the kits are arranged alphabetically (or by kit number), and do not reflect the sequence in which they will be released. Please note that items have been included in this list if they are 'due' in the UK, even though in some cases they may already be available in the country of origin.

Academy (IM)

UK Importer: Toyway

1/72nd

2220 ... Curtiss SB2C-4 Helldiver •

Aeroclub

1/72nd (IM/WM)

..... Gloster Meteor T Mk 7 •
..... Gloster Meteor F Mk 8 •

A-Model

1/72nd (IM)

..... Antonov An-26 'Curl' •
..... Antonov An-30 •
..... Kamov Ka-126 •
..... Kamov Ka-226 •
..... Myasishchev 3M 'Bison' •
..... Yakovlev Yak-281 •

Anigrand

1/72nd (R/VF)

..... Lockheed XV-4A Hummingbird •
..... McDonnell XHJD-1 Whirlaway •
..... Northrop YA-9A •
..... Northrop YF-17 Cobra •
..... Republic XF-103 •
..... Rockwell XFV-12 •
..... Sikorsky S-67 Blackhawk •
..... Sikorsky XV-2 •
..... Yakovlev Yak-141 Freestyle •

Arba Products

1/48th (R/WM/VF)

..... Saunders-Roe SR.53 •

Arpol

1/72nd (R/EB/VF)

72-047 ... Halberstadt Cl.II •
72-048 ... LVG C.VI •
72-050 ... Lublin R-XIIID •
72-051 ... Lublin R-XIII Ter •

(The) Aviation Workshop

1/72nd (IM/R)

MK-80272 BAe Hawk T Mk I +†1
MK-80372 Aermacchi MB.339CB +†2
MK80372. Kaman SH-2F Seasprite
'RNZN/USN' +†3
MK80472. BAe Sea Harrier F/A.2 +†3
MK80572. Westland Lynx AH.7 'Gulf War' +†3
Note
†1 - Includes Italeri Hawk kit components
†2 - Includes Supermodel MB.339 kit components
†3 - Includes Airfix kit components

A & V Models

1/72nd (R/VF)

120 ... Kawasaki Ki-96 •
121 ... Kawasaki Ki-108 Kai •
122 ... Kawasaki Ki-102C •

Bilek

1/72nd (IM)

918 ... McDD F-18C 'Attack Hornet' *†2
970 ... Sukhoi Su-22 M4 *†1
971 ... McDD F-18D 'Night Hornet' *†2
984 ... SAAB JAS-39A Gripen *†2
Note
†1 - Ex-Pantera
†2 - Ex-Italeri

Blue Max

UK Importer: Pegasus/Blue Max

1/48th (IM/WM)

BM118 ... Halberstadt D.II •\$
BM119 ... Aircor D.H.5 •\$
BM120 ... Ansaldo SVA.5 •
BM206 ... Avro 504K •\$
BM207 ... Vickers F.B.5 'Gunbus' •\$
BM208 ... Macchi M.5 •

Broplan

UK Importer: Aeroclub

1/72nd (VF/IM)

..... Deowitine D.338 •

Choroszy Modelbud

1/72nd (R/EB/VF)

A86 ... E6Y1 [Second Version] •
A87 ... UFAG C 'I' Series 161 •
A88 ... Phonix D.II •
A89 ... Caproni Ca.100 [Fiat Engine] •
A95 ... Caproni Ca.164 •
A96 ... Fiat G.8 •
A97 ... Fiat G.5 •
A98 ... Caproni Ca.100 [Cirrus Engine] •
B38 ... Navy Type 10 Model A Recce Seaplane •
B39 ... Navy Type 10 Model B Recce Seaplane •
B40 ... Navy Yokosho Ro-Go Ko-Gata S Recce Seaplane •
B41 ... Navy Yokosho Ro-Go Ko-Gata H Recce Seaplane •
B42 ... Navy Yokosho I-Go Ko-Gata Seaplane Trainer •
B43 ... Macchi M9 •
B44 ... Heinkel HD28 •
B50 ... Navy Type 90-I E3A1 Recce Seaplane •
B51 ... Kawanishi Experimental 8 Shi Recce Seaplane E8K1 •
B52 ... Experimental 9 Shi Carrier Attack Aircraft Ka-12 [2nd Version] •
B53 ... AB-4 Flying Boat •
B54 ... Experimental 9 Shi Carrier Attack Aircraft Ka-12 [1st Version] •
B55 ... Hover MF-11 •
B56 ... Navy Type 15 Recce Seaplane E2N1 •
B57 ... Hover MF-11 'Norway' •
B60 ... Hover MF-12 •
B61 ... E8N1 'Dave' •
B62 ... K6K1 •
B63 ... Macchi M.5 •
B64 ... E4N1 •
B65 ... E4N2 •
B66 ... E4N3 •
B67 ... E4N1 Mail/Giyu-11 •
B68 ... PWS-19 •
C06 ... Felixstowe F5 Prototype [Japanese Version] +
C08 ... 3MT2 Hydro +
C13 ... E7K1 & MX4 •
C14 ... E7K2 & MX4 •
D02 ... LWS 4-Zubr •
D03 ... LWS 6 •
D04 ... PZL-30 BII •
D05 ... LWS 4A •
D06 ... LWS 5 •

CollectAire

1/48th (R/WM/EB/VF)

..... MiG-31 Foxhound •
..... North American B-45/RB-45 Tornado •
..... Curtiss XF-87 Blackhawk •
..... Hughes XF-11 •
..... Lockheed P2V-7/SP-2 Neptune •
..... Lockheed C-2A/B Greyhound •
..... Republic XF-12 Rainbow •
..... Grumman C-20 Gulfstream •
..... Ilyushin Il-28 Beagle •
..... Bell YFM-1A Airacuda •

1/32nd (R/WM/EB/VF)

..... Lockheed T-33 Shooting Star •
..... Rockwell OV-10A Bronco •
..... Bell P-63A/C Kingcobra •

Czech Master Resin

UK Importer: Hannants

1/72nd (R/VF)

136 ... Avro York Conversion •†1
137 ... Sikorsky R-6 Hoverfly II •
Note
†1 - For Airfix Lancaster kit

Dujin

1/72nd (R/VF)

DP7231 ... Kaiser Ka.2 Rhenschwalbe •
DP7235 ... Pilatus B4 •
DP7236 ... R.R.G. Delta glider •
DA72160. Caudron C.59 Et2 •
DA72168. Caudron C.490 •
DA72141. Socata TBM.700 •
DA72291. Miles M.12 Mohawk •
DA72208. Desoutter Mk I/Koolhoven FK.41 •
DA72209. Desoutter Mk II (two versions) •
DA72210. Cessna C.37 Airmaster (two versions) •
DA72211. Cessna Model 190/195/LC126C •
DA72212. Loire 50bis/501 (two versions) •

FE Resin

1/44th (R/EB/VF)

14423 ... Blohm & Voss Bv 138C-1 •
14424 ... Boeing-Vertol CH-46 Sea Knight •
14425 ... Dassault Mirage III C •
14426 ... Heinkel He 112 •
14427 ... Messerschmitt Me 163B-1a Komet •
14428 ... Douglas A-1E Skyraider •
14429 ... Macchi C.202 Folgore •
14430 ... Nakajima Ki-27 Ko/Otsu Nate •
14431 ... Mitsubishi Ki-30 Anne •



'Korean War 1951' (#09529/£16.99), Aichi D3A1 Type 99 Val Type 11 'Coral Sea War' (#09530/£17.99), Nakajima Ki-44-II Hei Shoki '104th



Flight Regiment' (#09531/£16.99), Supermarine Spitfire Mk IXc 'Clostermann' (#09533/£17.99) and Grumman F6F-5 Hellcat 'VF-24 USS Santee 1945' (#09536/£17.99). Also



available at the same time were the all-new kits of the McDd RF-4E Phantom II 'JASDF' (#PT30/£25.99) and McDd RF-4B Phantom II 'USMC VMFP-3' (#PT31/£25.99).



These should be followed in April by the Canadair Sabre Mk 6 'Black Tulip' (#09532), V.S. Spitfire Mk IXc 'Clostermann' (#09533), Messerschmitt Bf 109K-4 'Hartmann'



(#09534), Douglas A-4E/F Skyhawk 'VC-5' (#09535), Grumman F6F-5 Hellcat 'USS Santee' (#09536), McDd RF-4EJ Phantom 'JASDF 501st Sqn' (#09537/£3400), McDd AV-8B Harrier II 'Desert Harrier' (#09538/£2800), Lockheed CF-104



Starfighter 'Canadian Air Force' (#09539/£2800), Nakajima Ki-43-I Oscar '11th Flight Regiment' (#09540/£2400), Republic P-47D Razorback 'The Pied Piper'



(#09541/£2400), Hughes 500MD Defender 'IDF' (#09542/£1600) and the Mitsubishi A6M5 Zero Type 52 'Night Fighter' (#09543/£2400).



Due for April release in Japan are the Hawker Hurricane Mk IIc 'North

Africa' (#09544), F-16A Fighting Falcon 'Tiger Meet 2003' (#09545), Junkers Ju-87D Stuka 'Regia Aeronautica' (#09546) and the Grumman F6F-3 Hellcat 'CVG-5' (#09547).



I/32nd

Released in the UK during March was the Nakajima Ki-43-II Hayabusa '54th Flight Regiment' (#08145/£25.99).



Released in Japan during March were the Mitsubishi A6M5c Zero Type 52 Hei '203rd Flying Group' (#08146) and the all-new tooling of the Focke-Wulf Fw 190A-8 (#ST21/£4200).

Manufacturers - If you do not see your products here (or in the original list) and would like them included, you can email a list to the Editor at SAMed@compuserve.com, fax it to 08707 333744, or mail it to PO Box 426, Bedford MK43 0WF

Fisher

I/32nd (R/EB/WM/VF)

- Grumman F9F-6 Cougar (Early) •
- Grumman F9F-8 Cougar (Late) •

Grand Phoenix

I/48th (I/R/VF)

- BAC Lightning F Mk 1/3 +†I
- BAC Lightning F Mk 2A/6 +†I
- Fairey Firefly Mk V •
- Hawker Seahawk •
- North American FJ-4B Fury with Bullpup missiles +
- V.S. Seafire F Mk 45/FR Mk 46 & 47 +†I
- V.S. Spitfire F Mk 22/24 +†I
- Westland Wyvern •

Note:

†I - Updated Airfix kits with new resin interior etc

Heritage Aviation

I/72nd (R/VF)

- K72002 .. H.S. P.I.127 •\$
- K72003 .. H.S. Kestrel •\$
- K72004 .. Supermarine Type 224 •\$
- K72005 .. Yak 36 •\$
- K72006 .. BAe Harrier T.2 & T.4 •\$
- K72007 .. H.S. T.I.127 •

I/48th (R/VF)

- K48005 .. Supermarine Type 224 •\$

I/24th (R/VF)

- K24001 .. De Havilland Mosquito •

High Planes Models

I/72nd (I/WM/R/VF)

- 7264 V.S. Seafire Mk IIc +
- 7265 Douglas Boston III [ETO RAF/USAAF/Free French] •
- 7266 Pfalz D.III •
- 7267 Mirage IIIO RAAF [Reconnaissance] +
- 7268 V.S. Spitfire Mk Vc RAAF •
- 7269 Beaufighter Mk V +
- 7270 Messerschmitt Bf 110G-2 +
- 7271 Dagger 'Falklands' •
- 7272 Spitfire Mk Vc SAAF [with four cannon wing] •
- 7273 Pantara •
- 7274 CAC Sabre [Avon] RAAF •
- 7275 Mirage IIIO RAAF [Nos 75 & 79 Squadrons] •
- 7276 V.S. Seafire Mk IIc Irish Air Corps/FAA ETO •
- 7277 Atlas Cheetaah 'Spotty' •

- 7278 CAC Sabre [Avon] RAAF 'Black Diamond' •
- 7279 Atlas Cheetaah E +
- 7223 Lake Air 'Precious Metal' 2002 •

Hi-Tech

I/32nd (IM/R/EB/WM)

- Albatros D.V •

HR Models

I/72nd (R)

- 7305 Cierva C6A Autogiro •
- 7309 Cierva C8R Autogiro •
- 7314 Avia Bk.534 Luftwaffe •
- 7315 Avia Bk.534/I Luftwaffe •
- 7316 Avia Bk.534/II Luftwaffe •
- 7317 Avia Bk.534/II Luftwaffe •
- 7318 Avia Bk.534 Luftwaffe (DIUIG) •
- 7319 Avia Bk.534/I CSR •
- 7320 Avia Bk.534/II CSR •
- 7321 Avia Bk.534/III CSR •
- 7322 Avia Bk.534 CSR •
- 7327 Nieuport IX 'Kozakov' •
- 7332 Nieuport X.b •
- 7333 Caudron G.III •

Italian Kits

I/72nd (R/VF)

- 7206 CASA FC-20 •
- 7210 CANT Z.1018 •
- 7212 Romeo Ro.1bis •
- 7213 Ansaldo AC-2 & AC-3 •
- 7214 Fokker C.V •
- 4807 Fiat G.59.2B •
- 4812 Caproni Ca.309 •
- 4815 Savoia-Marchetti SM.1019 •

Italian Wings

I/72nd (R/VF)

- Saiman 202 •
- CASA FC-12 •
- Savoia-Marchetti SM.89 •
- Cant Z.1015 •
- IMAM Ro.63 •
- CASA FC-20 •

Kora

I/72nd (R/VF)

- 7069 Sikorsky Hoverfly II (R-6A) •

Legato

I/72nd (R/VF)

- 057 R-7 Racek •
- 062 Caproni Ca.100 A-50 •

- 063 SM-2 Polish Helicopter •
 - 064 Savoia-Marchetti SM.91 •†I
- Note
†I - This is item number 064, not 062 as previously listed

LF Models

I/72nd (R/EB/VF)

- 7264 Caproni Bergamasca AP-1 •
- 7265 Fokker C.V.E. 'Swiss' •
- 7261 Pitcairn PCA-2 •
- 7262 Pitcairn XOP-1 •

MAC Distribution

I/72nd (IM/EB)

- 72049 Spad VII C.I 'US Volunteers' •
- 72050 Spad VIII with skis +

Olimp

I/72nd (IM)

- 72-005 Curtiss JN-4D Jenny (Late) +
- 72-006 Curtiss N-9H

Pegasus

UK Importer: Pegasus/Blue Max

I/72nd (IM/WM)

- 4013 Manshu Ki-98 •\$
- 4014 Martin Baker MB.5 •\$
- 4015 Martinsyde Elephant •
- 4016 De Havilland D.H.9 •
- 4017 Martinsyde Buzzard •

Planet Models

I/72nd (R/VF)

- 128 Horten Ho VII •
- 129 Republic XF-91 Thunderceptor •
- 131 Messerschmitt Me 262 HG III •

RVHP

I/72nd (R/VF)

- 7110 Curtiss XF15C-1 Stingaree (Early) •
- 7111 Curtiss XF15C-1 Stingaree (Late) •
- 7112 Douglas XSB2D-1 Destroyer •
- 7113 Douglas BTD-1 Destroyer •
- 7114 Douglas BTD-2 Destroyer •

Silver Cloud

UK Importer: Pegasus/Blue Max

I/48th (IM/WM/VF) - Aircraft

- SC4821 .. Supermarine Spitfire Prototype (K5054) •

Key

- * = Reissue (with/without new decals)
- + = Revised or Converted Tooling
- = New Tooling
- # = Revised or Special Packaging of Existing Kits (inc Gift Packs)
- @ = Another Manufacturer's Tooling
- \$ = Item Carried Forward from Last Year
- † = Note
- IM = Injection Moulded Plastic (Including Limited-run)
- IP = Injection Moulded Polythene
- N/S = No Scale
- R = Resin
- R/C = Radio-Controlled
- EB = Etched Brass
- GF = Glass Fibre
- VF = Vac-formed Plastic
- WM = White Metal (Including Pewter)

Sky Models

I/72nd (R/VF)

- 7205 Piaggio PD.808 •

Sweet

UK Importer: Arba Products

- 14107 Mitsubishi A6M2 Zero •
- Nakajima A6M2-N Rufe •
- Mitsubishi A6M3 Hamp •
- Mitsubishi A6M5/5c Zero •

Valon

I/72nd (I/EB/VF)

- Boeing XF8B-1 •
- Blackburn Firebrand TF.II •
- Polikarpov I-153 •
- Armstrong-Whitworth Albemarle •
- Yermolayev Yer-2 •

Welsh Models

I/44th (VF/WM)

- Airbus A319 'Frontier' •
- Antonov An-124 'Aeroflot/Heavylift' •
- BAe Jetsream 41 'British Airways' •
- Boeing 737-300/400/500 'British Airways' •
- Boeing 737-500 'Braathens' •
- Brasilia EMB.120 'Lux Air Express' •
- Ilyushin Il-62 'Aeroflot [Early scheme]' •
- Ilyushin Il-62 'Cubana' •

Whirlykits

I/72nd (R/VF)

- PX72004 .. Miles M.100 Student •
- PX72005V Bristol Sycamore •†I
- E.E. Lightning P.1b •
- Bristol 188 •†I

I/48th (R/VF)

- Grumman Cougar •†2

Note:

- †I - Ex-Project-X kits with new resin components or as complete resin kits
- †2 - Ex-Golden Wings, but now in resin, not a vac-form

previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



Spad XIII 'ProfiPack'

Scale: 1/72nd
Kit No: 7051
Price: £12.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Also Includes: 'Express Masks'
Decal Options: 6
Manufacturer: Eduard
UK Stockist: Hannants & LSA Models



Spad XIII

Scale: 1/72nd
Kit No: 7052
Price: £9.30
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Also Includes: 'Express Masks'
Decal Options: 4
Manufacturer: Eduard
UK Stockist: Hannants & LSA Models



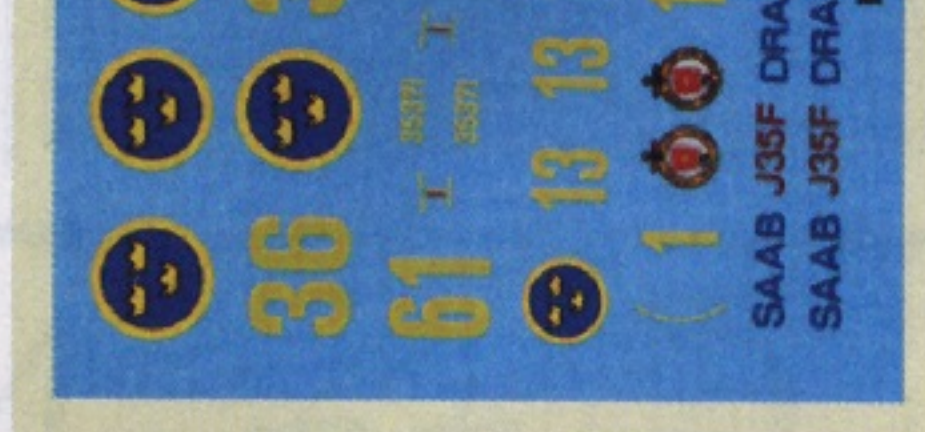
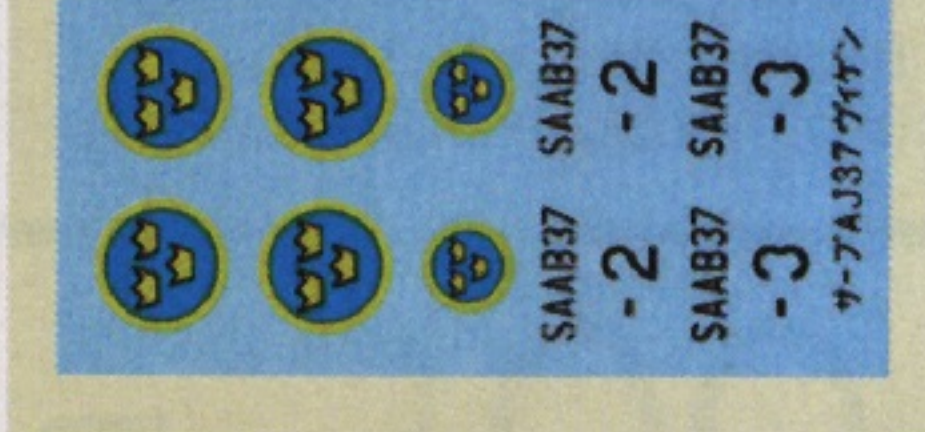
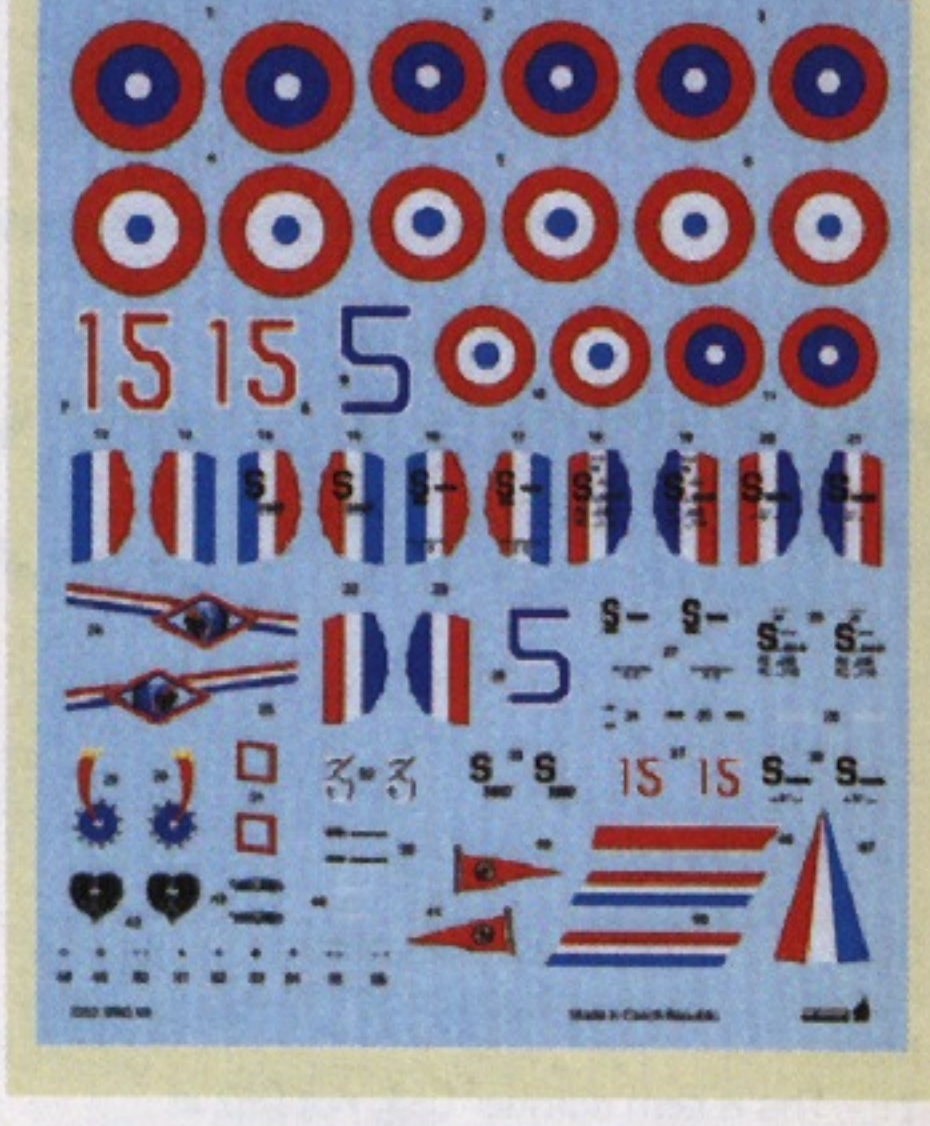
SAAB AJ37 Viggen

Scale: 1/100th
Kit No: 60011
Price: £9.50
Panel Lines: Recessed ✓
Status: Reissue ✓
Production: Limited Edition
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Tamiya Inc.
UK Importer: The Hobby Company Ltd.



SAAB J35F Draken

Scale: 1/100th Kit No: 60006
Price: £9.50 Panel Lines: Recessed ✓
Status: Reissue ✓
Production: Limited Edition
Type: Injection Moulded Plastic
Decal Options: 1
Manufacturer: Tamiya Inc.
UK Importer: The Hobby Company Ltd.



Supermarine Seafire Mk. III

Scale: 1/72nd
Kit No: 72043
Price: £12.60
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded, Resin & Vac-formed Clear Plastic
Decal Options: 4
Manufacturer: Octopus (Pavla Models)
UK Importer: Hannants



Hawker-Siddeley Buccaneer S Mk 2

Scale: 1/100th
Kit No: 60021
Price: £9.50
Panel Lines: Recessed ✓
Status: Reissue ✓
Production: Limited Edition
Type: Injection Moulded Plastic
Decal Options: 2 (RAF & RSAAF)
Manufacturer: Tamiya Inc.
UK Importer: The Hobby Company Ltd.



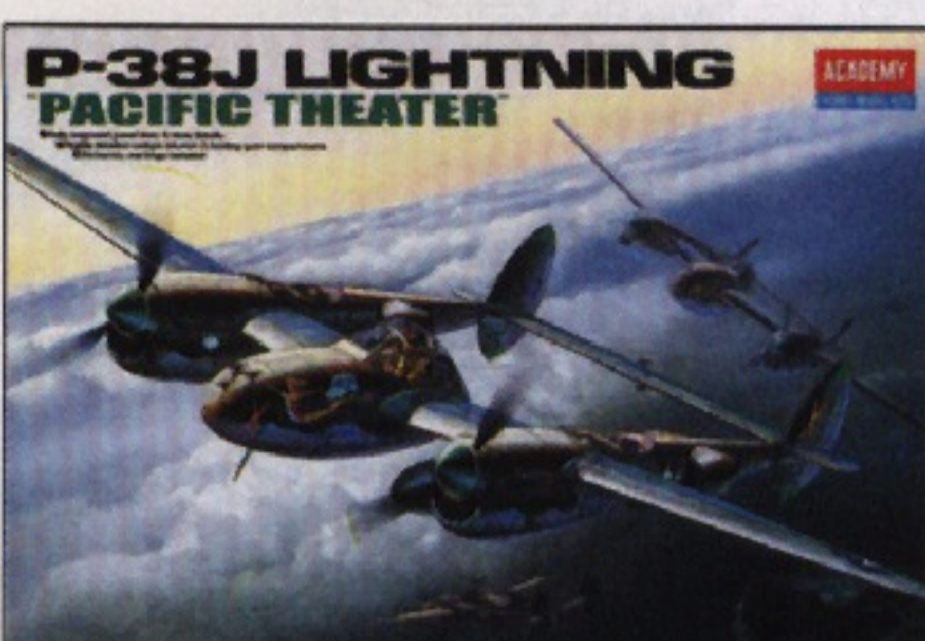
Boeing 727-200 'United Airlines'

Scale: 1/144th Kit No: 14465
Price: £14.99 Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 1
Manufacturer: Minicraft Models Inc.
UK Importer: Toyway



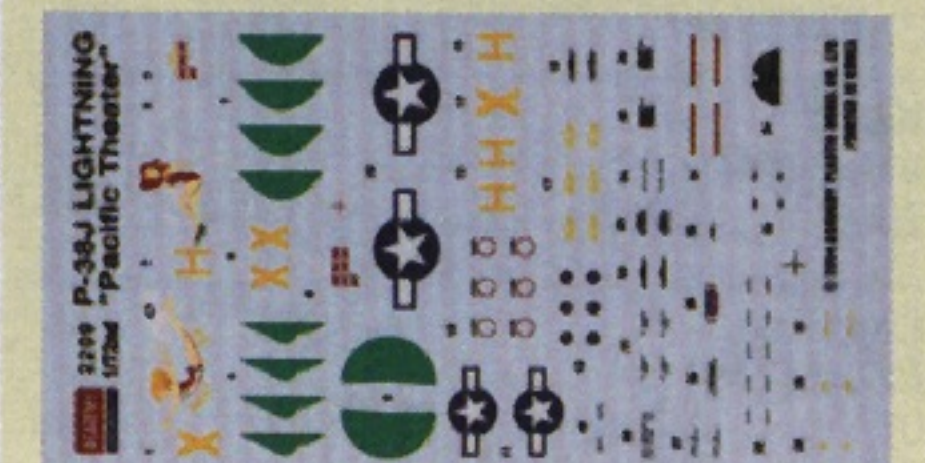
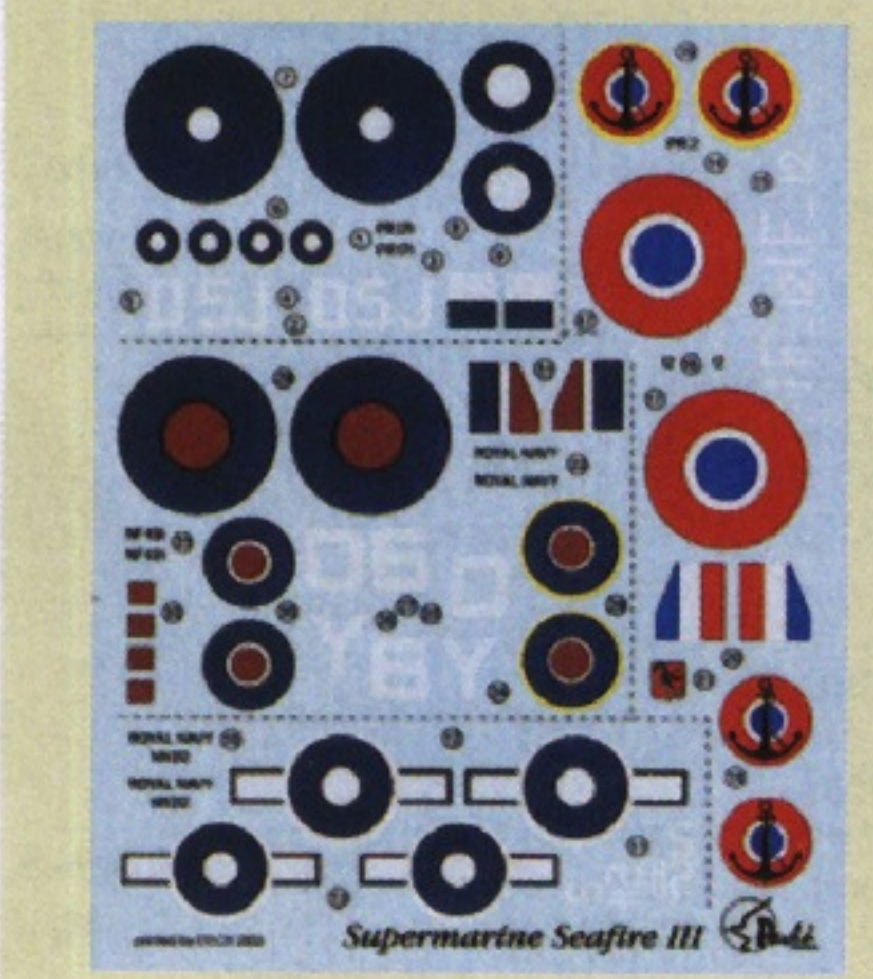
Lockheed Vega Model 5 'Winnie Mae & Lady Lindy'

Scale: 1/72nd
Kit No: 72523
Price: £10.85
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited Run Injection Moulded Plastic
Decal Options: 3
Manufacturer: MPM
UK Importer: Hannants



Lockheed P-38J Lightning 'Pacific Theatre'

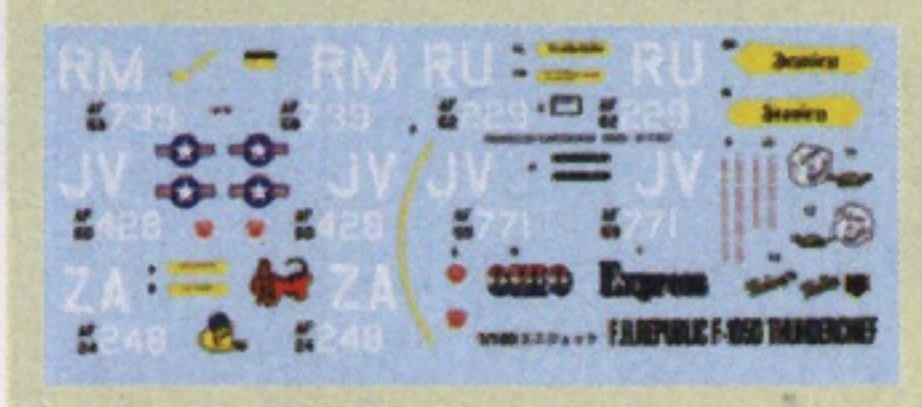
Scale: 1/72nd Kit No: 2209
Price: £10.99 Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway





Republic F-105D Thunderchief

Scale: 1/100th Kit No: 60029
 Price: £9.50 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Production: Limited Edition
 Type: Injection Moulded Plastic
 Decal Options: 4
 Manufacturer: Tamiya Inc.
 UK Importer: The Hobby Company Ltd.



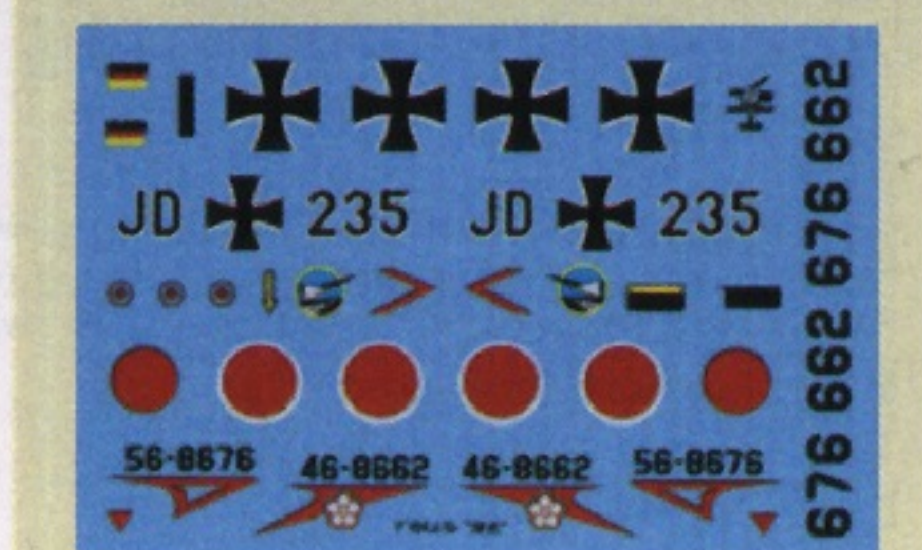
Polikarpov I-15 Chato 'Spanish Civil War'

Scale: 1/72nd Kit No: A044
 Price: £9.30 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
 Decal Options: 3
 Manufacturer: Azur
 UK Importer: Hannants



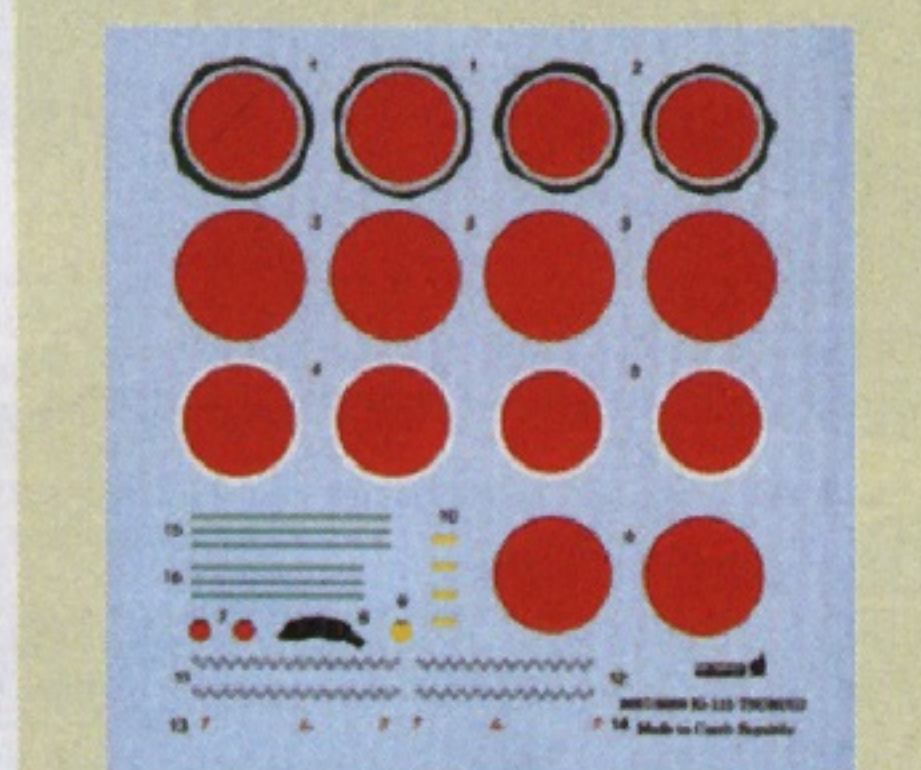
Lockheed F-104J Starfighter

Scale: 1/100th Kit No: 60008
 Price: £9.50 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Production: Limited Edition
 Type: Injection Moulded Plastic
 Decal Options: 3
 Manufacturer: Tamiya Inc.
 UK Importer: The Hobby Company Ltd.



Ki-115 'Tsurugi' 'ProfiPack'

Scale: 1/48th
 Kit No: 8088
 Price: £17.75
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded & Etched Brass
 Also Includes: 'Express Masks'
 Decal Options: 3
 Manufacturer: Eduard
 UK Stockist: Hannants & LSA Models



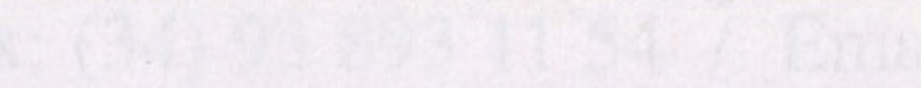
MiG-15bis

Scale: 1/144th
 Kit No: OMKIT14406
 Price: £9.99
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Limited Run Injection Moulded & Vac-formed Clear Plastic
 Decal Options: 4
 Manufacturer: OzMods
 UK Stockist: Aeroclub, Hannants, The Aviation Hobby Shop & White Ensign Models



Cierva C.19 Mk IVP

Scale: 1/48th
 Kit No: SW-11
 Price: £7BA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & White-Metal
 Decal Options: None
 Manufacturer: Andrea Miniatures
 UK Importer: Historex Ltd



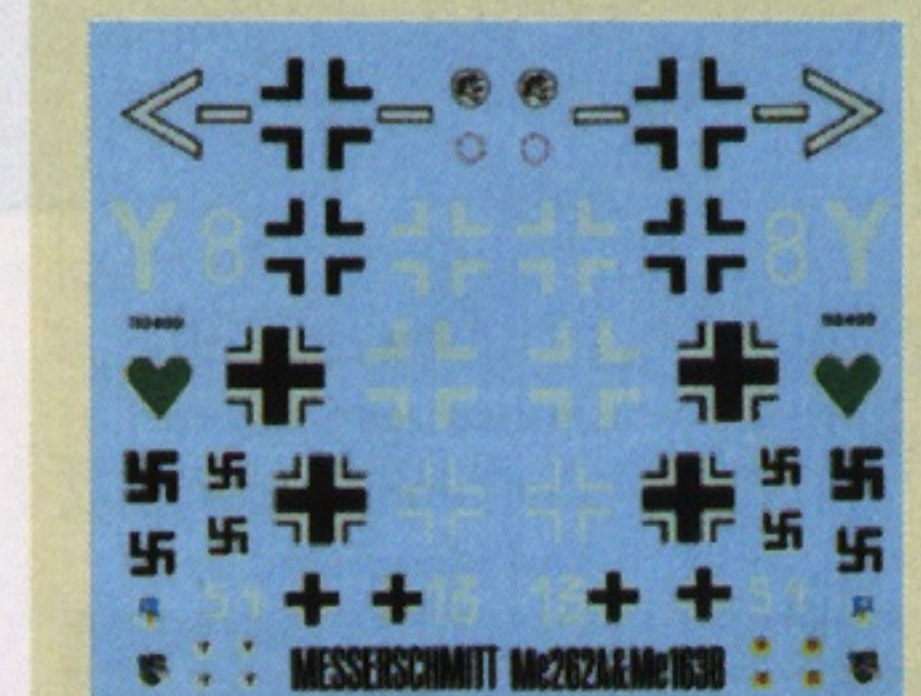
Arado Ar 81 (V3) 'Sturzkampfflugzeug'

Scale: 1/72nd Kit No: 123
 Price: £29.90 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: 1
 Manufacturer: Planet Models
 UK Importer: Hannants



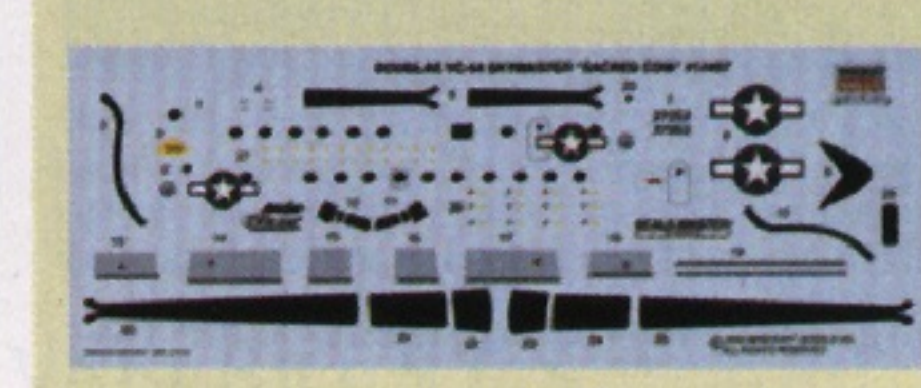
Messerschmitt Me 262 & Me 163

Scale: 1/100th Kit No: 60023
 Price: £9.50 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Production: Limited Edition
 Type: Injection Moulded Plastic
 Decal Options: 5 (Me 262 = 3, Me 163 = 2)
 Manufacturer: Tamiya Inc.
 UK Importer: The Hobby Company Ltd.



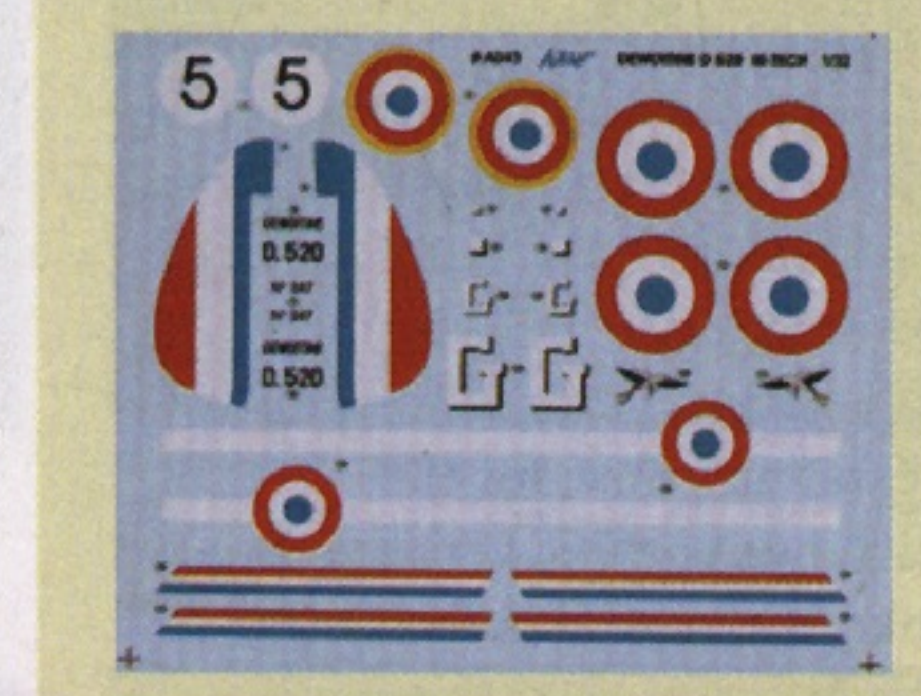
Douglas VC-54C Skymaster 'Sacred Cow'

Scale: 1/144th
 Kit No: 14497
 Price: £14.99
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Decal Options: 1
 Manufacturer: Minicraft Models Inc.
 UK Importer: Toyway



Dewoitine D.520 CI 'Hi-Tech Detailed Interior'

Scale: 1/32nd Kit No: A043
 Price: £24.80 Panel Lines: Recessed ✓
 Status: Updated Tooling ✓
 Production: Limited
 Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
 Decal Options: 3
 Manufacturer: Azur
 UK Importer: Hannants



Douglas A-4E Skyhawk

Scale: 1/100th Kit No: 60003
 Price: £9.50 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Production: Limited Edition
 Type: Injection Moulded Plastic
 Decal Options: 2 (USN & RAN)
 Manufacturer: Tamiya Inc.
 UK Importer: The Hobby Company Ltd.



McDD F-4EJ Phantom

Scale: 1/100th Kit No: 60028
 Price: £9.50 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Production: Limited Edition
 Type: Injection Moulded Plastic
 Decal Options: 4
 Manufacturer: Tamiya Inc.
 UK Importer: The Hobby Company Ltd.



special preview

AMtech's Piggyback

The Kit

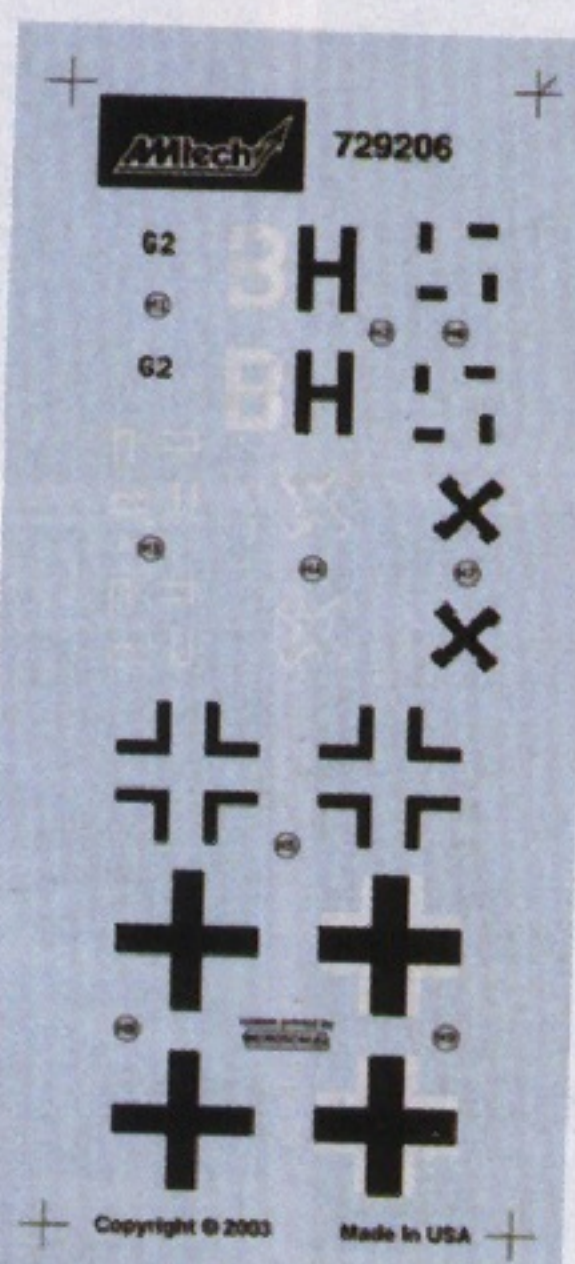
This kit is a combination of the existing Ju 88G from AMT and new components by AMtech. The former parts include the larger tailplanes and fin/rudder of the G-series, as well as the smaller versions (which you do not need). The new sprues, of which there are three grey and one clear, offer the extended fuselage and fuselage fuel cell, cockpit and nose for the Führungsmachine version, drop tanks, the ventral detachable support wheel that was fitted mid-fuselage, the shaped-charge and all the support struts for the upper Fw 190. The clear sprue actually comes from the S version and includes the canopy, DF loop cover, nose glazing and side windows, only the former being used this time around.

You are going to get quite a lot of spares from this kit, as quite a few components are not needed or replaced. These include such things as the ventral gunpack, two fuselage halves and an S-series nose glazing. Also, depending on which version you build, you could end up with a new nose/cockpit interior or the shaped charge.

Colour Options

Although it is thought that the H-3 or H-4 may have been used operationally, there are no known photographs of them. As a result the three colour options offered in this kit should be considered as representative only. They are as follows.

- 1. H-4 Führungsmachine coded G2+BH and listed simply as 'Germany, 1945'



- 2. Another H-4 Führungsmachine this time uncoded and also listed as 'Germany, 1945'
- 3. H-3/Mistel 3B, uncoded and listed as being from 'II./KG200, Germany, 1945'

The decals themselves come as two sheets, but in fact only the smaller one relates directly to this kit. The other sheet has come from the previous S and T series kits #72001 and

#72003. As a result of this you are going to be left with a lot of spare decals, which is no bad thing. Both sets of decals have been produced by Microscale, so their quality is assured.

Decal Rating = 10/10

Conclusion

The super-stretched H-series has long been neglected in this scale by the mainstream boys, but at last you



have one without the need to use expensive and heavy resin conversions. In 1/48th scale it is huge and even in this smaller scale it is very impressive. The new components are well made with nice recessed panel lines and the combination of H-3 and H-4 in one kit is a nice touch. The kit does not include the upper Fw 190A-8 though, which will mean you have to fork out for this as well. This is not really a surprise as there are loads of good Fw 190A-8s around,

the downside is that the overwing drop tanks shown on the Fw 190 on the instruction artwork are NOT in this kit. This is a real shame, as they would have been fairly easy things to have included.

Overall I think this is another good example of clever recycling of the AMT kit and I am sure Luftwaffe modellers will be making this one in droves. Highly recommended to all. Next up from AMtech will be the Junkers Ju 88H-1 and H-2 (#729205) and the Junkers Ju 88H-4 (#729206).

Our thanks to AMtech for the review sample. Hopefully by the time you read this the kit will be readily available throughout the world.

Junkers Ju 88H-3 Mistel/H-4 Führungsmachine

Scale: 1/72nd

Kit No: 729206

Price: £TBA

Panel Lines: Recessed ✓

Status: Updated Tooling ✓

Type: Injection Moulded Plastic

Decal Options: 3

Model Air use guide

The best acrylic color for modelling, now in your hands



1) Prepare your materials and make sure that your airbrush, your Model Air paints and your brushes are in perfect usable condition. Use an absorbent paper for cleaning.



2) Apply one coat of acrylic primer of neutral or middle grey colour. The primer can be applied with spray or airbrush. Let it dry for 4 hours or follow the instructions with the primer.



3) Select the Model Air colour that will be used as the base colour for your model. Shake the bottle vigorously. We always recommend starting with the palest colour.



4) Once you unscrew the Model Air paint bottle top, clean the eyedropper with an absorbent paper. The eyedropper must always stay clean and free of dried paint.



5) Repeat exactly the same cleaning process with thinner and pour directly into the airbrush 1 drop of thinner for each 3 drops of Model Air colour. In order to obtain other effects, change the proportions of thinner.



6) Now add the corresponding quantity of Model Air colour directly into the airbrush cup.



7) Then use a clean and soft number 6 brush to mix the paint with the thinner in the airbrush.



8) With a pressure of 1 to 1.5 atmospheric pressure in your compressor, practice airbrushing lines on paper, varying the application distance between 5 and 15 cm until you get the desired thickness.



9) With an absorbent paper moistened with alcohol, clean the airbrush deposit every 2 or 3 minutes in order to avoid paint drying and obstructing the needle. Getting used to this procedure will improve your airbrushing.



10) It is very important to paint the model with transparent coats, to let each coat dry and help it with the airbrush itself. Do not try to cover the surface with the first coat if you want an optimum result.



11) For a quick-clean between each colour, empty the remains of unused paint into a receptacle, by turning the airbrush upside down.



12) Then, add the special Model Air Cleaner. Pour a small quantity directly into the airbrush cup.



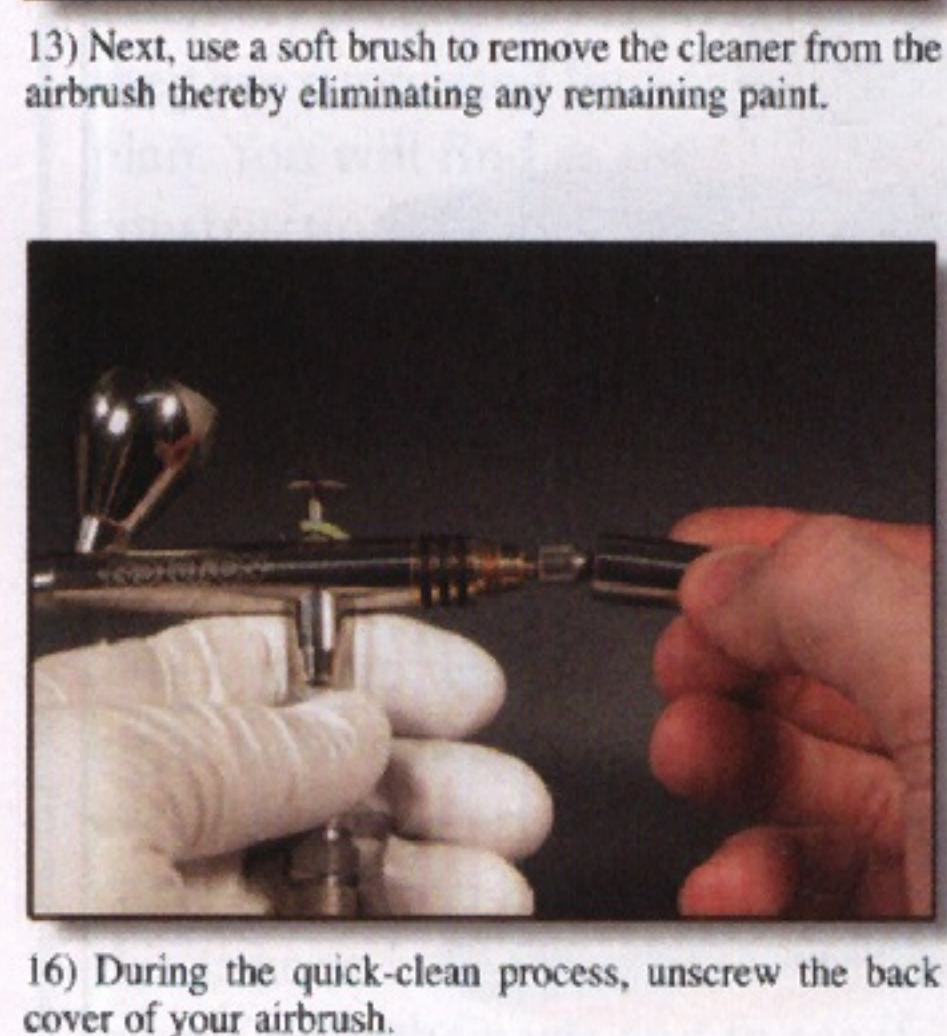
13) Next, use a soft brush to remove the cleaner from the airbrush thereby eliminating any remaining paint.



14) Do not empty the contents through the airbrush, as the mixture could contain solids that may harm the airbrush needle.



15) Now, fill your airbrush with Airbrush Cleaner and spray it on to a cloth or drying paper. This will clear and clean the internal mechanism.



16) During the quick-clean process, unscrew the back cover of your airbrush.



17) Slightly loosen the back screw to free the needle. Then, taking care not to bend it remove the needle without any undue force.



18) Finally, clean the needle with Model Air Cleaner and carefully put it back in its place. The entire quick-clean operation should take no more than 2 minutes, and is essential if you always want to obtain the best results from your work.



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reviews



Miles Martinet TT Mk I

Technical Data

Scale: 1/72nd
Kit No: 72045
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear Plastic
Decal Options: 4
Manufacturer: Pavla
UK Importer: Hannants

Miles Martinet TT.1



The Kit

Pavla continue to add to their worthy range of short-run kits and the Martinet is one of their latest releases.

Typically Pavla, the kit comes in an end-opening box and consists of one sprue of grey injection moulded plastic, two vac-form canopies, one bag of resin bits and a decent-sized decal sheet.

The 36 injection parts feature a slightly rough surface texture, which just needs a light touch with the wet 'n dry to smooth out. Surface detail is restrained, commensurate with the clean surface of the original, and what panel lines there are, are very nicely engraved. Sprue attachment points are quite large and there was some flash present. The 15 resin parts are cleanly cast and only take a moment or two to remove from their pouring lugs. The canopies (one a spare) come in their own bag and while the acetate is quite

thick at the base, they are drawn to a nice thinness and are very clear. Finally the decal sheet also comes in its own bag and looks good.

Instructions

I like them. Printed on three A4 sheets folded to A5 size, they are clear, unambiguous and very easy to follow. Painting is referred throughout to Humbrol and Ag(?) [Agama, it is a European paint range that I think comes from Poland - Ed] paints as well as by name and FS number if appropriate. Nothing more to be said as these are the bees-knees.

Construction

This is a short-run kit and as such, do not expect it to just fall together with a dab or two of cement. But, with a modicum of care and attention to part preparation (through careful removal from the sprues/pouring lugs, dry-runs and trimming etc), it will assemble relatively painlessly. The main areas to note are:

- The cockpit floor is too wide and needs trimming.
- What cockpit detail there is, is nicely moulded but there is a lot of blank canvas for additions to taste.
- Prominent injection towers need removing in order to allow the wings in particular to close together.
- The wings consist of a one-piece lower section and two upper halves. A lot of repeated dry-runs and trimming was required to achieve a good fit to the fuselage.
- The trailing edges are very thick and need thinning.
- Most joins need a touch of filler, but nothing excessive. The main area was

the underside rear wing-fuselage join.

- The inside-rear of the engine cowling needs extensive reaming, together with reducing the circumference of the front fuselage in order to achieve a snug join.
- Use the front-view at the rear of the instructions to get the right angles on the undercarriage as they have a bit of splay and it won't be obvious as to how it all sits otherwise.
- The rear faces of the propeller blades have large sink marks that really need filling.
- The vac-form canopy moulding includes part of the fuselage side. This was not the best of fits and needed a couple of helpings of filler for an acceptable join.

Finally, the eagle-eyed will have noticed that my example does not feature the fuselage-mounted wind-driven winch mechanism that is so characteristic of this machine. Pavla do supply this as a three-part resin offering, which looks the part very nicely once assembled. Unfortunately mine went missing sometime after sub-assembly and I suspect that one of my enthusiastic post-modelling session clean ups may just have been a 'Sweep Too Far'.

Accuracy

The instructions quote a span of 11.89m with a length of 9.44m. The model scales out spot-on and definitely looks the part.

Colour Options

Pavla have very generously provided four different colour options. The first three are in the European TT scheme of Dark Earth and Dark Green over

yellow and black stripes. One is RG958, an ex-No.1771 Sqn FAA machine transferred to the RAN at Bankstown, Australia in February 1945. The second is NR434 at St Eval in Spring 1945. The third is NR484, but in French markings after having been transferred at the conclusion of the war. The final option is aluminium over yellow and black stripes and is PX134 of No.772 Sqn FAA, India 1944-45. The painting guides are excellent and include scale dimensions for the underwing stripes.

I chose to depict the first option and the recommended Humbrol paints were used throughout.

Decals

These are very nicely printed, in register with good colour density. They separate from the backing sheet with minimal soaking and go onto a gloss finish without fuss. I did find that those decals on which I had used a softener (e.g. Micro Sol) conformed to the surface detail slightly better than those without. Slight silvering did occur in places, but nothing too noticeable. Decal Rating = 8/10.

Conclusion/Recommendation

The Martinet was an unsung, but vital workhorse of WWII (and beyond) that deserves a place in any generic collection of the era. Pavla have produced a tidy kit that just requires a little care in assembly to achieve a worthy replica. Recommended to all but the beginner.

Thanks to Pavla for the review sample.

Paul Stockley



Aichi Experimental 3-seat Reconnaissance Seaplane

Technical Data

Scale: 1/72nd
Kit No: B47
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



The Kit

Choroszy is the de facto manufacturer of resin kits for pre-1939 Japanese aircraft and this kit is just one in the long line that they are offering.

The kit comes in their standard tray type box with a colour profile of the contents on the top lid. Inside there are seven snap-tight poly bags containing the parts. At first glance the construction of this kit looks a daunting task but you soon realise all the parts have been sorted into their sub-assemblies to ease identification. Also in one of the bags there is a small piece of clear acetate, for the windscreen. The kit has a high level of detail, with a one-piece engine with separate exhaust manifolds, fuselage interior with map case, side tubing, instruments and spare ammunition magazines. The beaching trolley is also included but my sample did not have the A-framed trestle, which is shown in the instructions, so I cannot say if this is an inclusion or not.

Instructions

Supplied in A5 format there is a brief history and technical data on the front cover. Overleaf were the painting instructions, printed upside-down! The painting guide is minimal but being overall silver is the saving grace. There are three assembly diagrams supplied and they are supported by a three-view plan. You will find as the construction of the kit progresses these plans will prove invaluable for both the layout measurements and the rigging.

Construction

The first step was the removal of the eight casting heads from the fuselage and floats; this was followed by the customary wash in soapy water. I use this time to help me to familiarise myself with the parts and to see if there are going to be any potential pitfalls in the construction. Here I found two of the main struts

belonging to the floats had short runs along their legs, so were in need of repair, plus a larger problem with the fuselage that I will deal with later.

The internal part of the fuselage is divided up into three areas: pilot, navigator and gunner. This leads to two separate floor spaces. There is no reference given as to the interior colours, so I judged the colours to what I believed were the materials used around this period. I painted the sidewalls linen and, while still wet, I brushed in a little silver. This produced a pleasant toned down effect to the walls. I tried to create a wood effect to the framework but I found I could not get this to look right, so it became black tubing. This looked far better aesthetically. The floors and instrument panel were then painted to simulate plywood and the bulkheads were painted in light grey, but on reflection maybe these should have been wood coloured also. The rest is just a matter of individual choice. When this was complete, the floors and all the components were then fitted to one side of the fuselage, in preparation for their being joined.

Now to the problem I mentioned earlier: when both halves are placed together the three cockpit openings are out of alignment. Also one half is a good 1mm deeper than the other. Using filler to build up the bottom of one side would easily solve the latter, but the alignment problem required more desperate action. I could not do anything about the openings, so I based everything on these. Both halves were attached using superglue, keeping the three openings correct. This staggered the front and rear ends and also altered the profile of the fuselage sides; using filler these were then reshaped while at the same time I also corrected the discrepancy with the fuselage bottom.

All this caused the location points

of the bottom wings to be out of line. So using the supplied plans, I realigned the wings, remarked the points and drilled new ones into the fuselage. Once this was finished the lower wings were then attached and using blocks I set the wings to their correct dihedral. After this things started to take on a sense of normality.

The two floats were a bit tricky at first. I was going to build them as one unit before attaching them to the fuselage, but I found them too fragile, with them moving out of line with the slightest knock. So I finished up fitting them to the fuselage one at a time, taking great care with their alignment, but once they were fitted, they became rock solid.

The three-piece upper wing was then assembled and all the supporting struts were fitted to the lower wing. To achieve the correct positions of the struts, I used a combination of line of sight, Engineers Square and a card template to get everything right. When I was happy with the setup and the superglue had done its work, the top wing was then removed. Blind holes were then drilled into the underside for the rigging, with further holes drilled completely through the lower wings. Fitting the tail and tail-wings proved to be straightforward but the plans do not show any control wires, so none were fitted to the completed model.

The separate engine manifolds come with their moulding blocks attached and these proved difficult to remove, also being approximately 3mm in length they also proved difficult to hold. The sample kit came with just the correct number, so it would have been nice to have seen a couple extra, to allow for mistakes or any flying away never to be seen again. As it was, I did manage to get past the winning post

with all the manifolds intact.

The four-blade propeller comes as one unit, and the only deviation I made was to fit a shaft that was long enough to pass through both the engine cover and engine. This required drilling through the engine and cover with the appropriate drill to achieve this.

This now brings us up to the last items before painting, the beaching trolley and trestle. I found the trolley a little gem and it really puts that finishing touch to the model. I painted mine to represent a cast iron frame and wheels, mixing silver and black in various degrees to obtain that desired result. I made the missing trestle out of matchsticks so this is the real McCoy - wood!

Once the painting stage is complete it's time to fit the upper wing. Securing invisible thread into the blind holes using thin super glue, the upper wing was then attached. The thread was then passed through the holes in the lower wing and pulled tight, and when properly fastened the ends were trimmed. This just left the final fitment of both the engine and gun assemblies, to bring the model to its final completion.

Accuracy

Having no reference of my own and drawing a blank on the Internet, I relied solely on Choroszy, quoted data. They gave a wing span of 14.40m and length of 10.58m. The model measures out as 147mm by 200mm for the length and wing span respectfully, which is very accurate indeed.

Colour Options

There is only one colour option available, silver with black struts. I mixed a small amount of aircraft blue with the silver to give an overall duller effect, then drybrushed the metal panels with Humbrol Metal Cote for some extra tonal effect.



Decals

The decals are thin with good colour density, taking to a glossy surface faultlessly.

Unfortunately the wing Hinomaru were 1/3rd in diameter under size. I finished up having to mix and match with another decal sheet to get some reasonable size decals for the upper wing, with the lower wings being left as the supplied items.

Decal Rating = 5/10

Conclusion/Recommendation

I am great fan of Choroszy kits for

both the quality and content, so it became a bit of a disappointment to find the encountered fuselage problems. I can only conclude the kit I received was a pre-production sample (not that I am aware? - Ed).

The end result, I am happy to say, is a striking replica for display, that I can recommend to the more experienced modeller.

Many thanks to Choroszy for the review sample.

Bryan Wilson



Technical Data

Scale: 1/72nd
Kit No: A84
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



The Kit

This is another in the now long line of interesting Japanese pre-WWII aircraft from this prolific manufacturer. It comes in Choroszy's usual small lid-topped box with a colour side view of this unusual little fighter. Inside, several bags hold the well cast creamy resin parts, the simplest decal sheet you will ever come across, and a small piece of clear acetate for the windscreen. The parts are free from blemishes, crisp and carry fine engraved detail. The casting blocks are quite substantial and demand some careful work to release the main parts and prepare them prior to assembly.

Instructions

The eight-page instruction sheet contains a history of the type in English, technical data for which I was very grateful, and a simple colour diagram with generic colour descriptions. The instructions are adequate for the job except when it comes to identifying some of the parts which form the undercarriage struts, none of which are numbered.

Construction

Construction started with the cockpit which includes floor and rear bulkhead, seat, control column, instrument panel and a pair of machine guns. The fit of the floor and bulkhead did not allow closure of the fuselage halves and I had to shave off a

Mitsubishi Experimental 7 - Shi Carrier Fighter 1MF10

lot of material before I achieved a decent fit. Make sure that you are happy with this part of the construction before painting any of the internal parts, otherwise your hard work will be damaged by the serious surgery required.

The next obstacle to overcome was the wing fit. I assembled the two upper wing halves to the one-piece lower and found that when I offered this to the fuselage there was a huge (probably 2mm) gap at the wing fillet on each side. I had also failed to release the upper wings from their casting blocks neatly and had broken the rearmost part of the wing fillet on both sides, so the wing to fuselage join needed a lot of work with the filler. I can't see how the gap was the result of faulty construction but I later wondered if the cockpit fit problem and the wing gap were connected? With hindsight I might have been better leaving the cockpit intact and spreading the fuselage. This would have meant a better wing fit but a sizeable gap between the fuselage halves. Whichever way you want to approach the fit problems you'll have a bit of a job to do with the filler. I used Milliput wiped to shape with a cotton bud.

Having just finished Choroszy's

E3A1 Seaplane with its massively complex float structure, I chickened out of the undercarriage option on this kit which has the spats connected to the wing by three thin struts and elected to go for the easier option of the fully enclosed spats and leg covers. This offered a more robust join and a much easier build.

The remainder of the construction went ahead without further hitches and it was off to the spray booth for finishing.

Accuracy

According to the technical data in the kits instructions, the real thing measured a diminutive 10m span and 6.92m long. I scaled the model at 9.9m span by 7m long. No-one will know the difference, certainly I have been unable to find any reference to this experimental project although Choroszy's designers clearly have access to something to go on. Whatever the dimensions, the finished model is tiny and really quite cute, something like the Japanese version of the American Peashooter.

Colour Options

The kit offers one option only, and that consists of a 'silver' airframe with black cowling and Hinomaru in six

positions: simple as that. I had mixed Tamiya Sky Grey with their silver for my previous Choroszy project and used it on this model also.

Decals

Not much to say here. The six Hinomaru went into position with no trouble at all and settled down perfectly. I didn't need to resort to any setting solutions. They dried without carrier film or silvering and were perfectly opaque. Straightforward but effective.

Decal Rating = 10/10.

Conclusion/Recommendation

The kit turned out to be a demanding build due to the problems of fit with the cockpit and wing/fuselage joint. I concluded that this was a problem with the parts and not my ham-fistedness for a change. Work out how you might overcome this with a bit of forward planning, prepare the parts well, persevere, and you will end up with a fascinating little addition to your collection. It will only occupy about 3in. of your display space so give it a go.

My thanks to Choroszy Modelbud for the review sample.

Steve Hewitt



DUJIN

De Havilland D.H.71

Technical Data

Scale: 1/72nd
 Kit No: DAC 72183
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: 1
 Manufacturer: Dujin
 UK Importer: Hannants



De HAVILLAND. DH .71 Tiger moth. 1/72.

The Kit

The kit comes in a plastic bag fronted by an A5 tinted side elevation drawing of the aeroplane. Inside another plastic bag contains the cream resin parts. There are two fuselage halves, a single-piece wing unit and tailplane with separate rudder. Undercarriage components, seat, control panel, propeller and tail skid are held on a single backing sheet.

There is a clear vac-form sheet containing three small canopy units. The final component is a piece of copper wire and yes folks, there are decals! These are nicely protected in their own bag.

Instructions

There are no instructions as such. A single-sided A4 sheet contains a concise type history, in French, a single poor quality photograph and three-view 1/72nd scale drawing.

Construction

After a little cleaning up, the main parts go together in less than an hour. The fit is pretty good and I just used a little typewriter correction fluid to fill the major joints.

The only slightly difficult part of the build is setting the splay of the undercarriage legs. Using the scale drawing, I made a small card jig for this purpose.

Although the 1/72nd drawing shows an enclosed cockpit canopy (and three are

Tiger Moth

provided), it seems to me that this would have been a physical impossibility and contemporary photographs don't seem to show it, so I decided to leave it out.

I added the wing bracings. These are synthetic bristles from a large domestic paintbrush (I never could stretch sprue!)

Accuracy

The model conforms to the scale drawing provided and certainly looks the part.

Colour Options

There were only two D.H.71s, both built for the 1927 King's Cup air race;

- G-EBRV was all black.
- G-EBQU was overall yellow with black upper fuselage and spinner.

Decals

Decals are provided for the tail and fuselage codes of G-EBQU, together with small nose titles, there are also a number of figure 8 numerals, which I assume was the machine's race number for the King's Cup.

The decals are printed on an overall carrier film and need to be separated and trimmed. They are thin but opaque, robust, easy to handle and set well into detail. Although the printing is a bit fuzzy at the edges, decals are a very welcome addition to Dujin kits.

Decal Rating = 8/10.

Conclusion/Recommendation

This is a quick basic build with a bit of filling and a few fiddly bits, all of which make for a satisfying couple of evenings' modelling for anyone. It wasn't until it stood finished on the bench that I realised how smart it looks and how pleased I am with it. Every collection should have one! This may be the smallest aeroplane model that I have built but it is by no means the least.

My thanks to Dujin for producing another rarity, for the review sample, and especially for those decals.

Neil Pinchbeck



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Azur Vultee V-1A

Technical Data

Scale: 1/72nd
Kit No: A038
Price: £11.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-Formed Clear Plastic
Decal Options: 2
Manufacturer: Azur
UK Importer: Hannants



The Kit

Originally the Vultee V-1A entered service with the American Airlines and proved very successful. In 1936 one aircraft set a new Atlantic crossing record, landing in Llwyncelyn, Wales with a time of 18hrs 38min. 1937 saw a small number exported to Spain and subsequently these took part in the Spanish Civil War, which this kit represents. It is packaged in an end-opening, lightweight box of the same size and integrity as those produced for MPM kits. A well-executed painting of the contents, in Spanish Republican markings, is displayed on the top lid. Inside the box there are three poly-bags and the instructions. The main bag contains two medium grey sprues and the vac-formed canopy. These sprues are well moulded and are up to modern standards. There is some flash on the wheels and engine, plus some injector pins on the internal faces of the fuselage but all of these are easily removed and present no real problems. As for the fuselage and flying surfaces, these have very good restrained panel detail. The only let down for me was the exclusion of the main wing's leading edge landing lights, which I feel could have been accommodated in the manufacture of this kit. The vac-form canopy is moulded in such a way it gives the modeller a spare unit. Also a cockpit roof is supplied on one of the sprues, offering an alternative way to construct the cockpit canopy. The cabin windows arrive on a stick of clear injected plastic, mine were loose in the box. A resin block is in one of the other bags; this holds the cockpit control wheels, exhaust manifolds and some lesser parts. Considering there are smaller parts on the main sprues, it puts me at a loss as to why these are in resin. The decal sheet is in the last poly-bag. I find this is always nice to see, to give the delicate printed surface some form of protection from scratches.



Instructions

The eight-page instruction sheet contains a short history of the type in four languages.

There is a parts map followed by nine stages of construction. These are clear and easy and will present no problem to the modeller. Also as you proceed, painting details are given for both the parts and interior in Humbrol codes. Two camouflage schemes are also given, and here again Humbrol references are quoted. At no stage is there any reference to FS numbers or other manufacturers' paints. So a little cross-referencing will be the order of the day, if you are using any of the other range of paints that are available.

Construction

Looking at the parts while I was getting ready to start, I did notice an oily residue on one of the wings. So before taking on this kit, it will be advisable to give it a good wash in warm soapy water before proceeding with any construction.

The first three stages of the construction deal with the interior and most of this work is pretty straightforward. There are eight seats to be fitted altogether, with one row left out in the passenger section to allow for the gunner's cradle. This leaves two spare seats, but one will be used later for the gunner. The only thing to remember is to fit the resin control wheels to the columns using a spot of superglue. I removed the injection towers and cleaned up the interior of the fuselage, before test fitting the two floors. This revealed that the cockpit floor was in need of some slight adjustment to its width. Painting the interior in the quoted colours of light grey with leather seats, I then turned to fitting the side windows. All of the nine windows were marginally over size and required some sanding down to obtain the correct fit. Once I had these in place and the interior assemblies attached to one side, it was time to fit the two fuselage halves together. Being a limited-run kit, there are no location pins to guide you. In the event the fit proved faultless and any fears I had regarding

the fitment were soon extinguished. All it required was a little more planning. It's time now to tackle the wings; the main wing is a three-part affair and to get the dihedral correct it left me with a small gap, on the port side wing root. This required a little filler whereupon the tailplanes butt joints fitted perfectly. It was at this point when the aircraft got the hump or was it the rear gunner. Anyway the cradle for the gunner and the hump has to be test fitted together, to get everything to sit correctly. Be careful when doing this so as not to lose the cradle inside the fuselage. I did at one point, so be warned.

The engine assembly does not hold any surprises, the two-piece cowling fits over the power plant like a glove, and when the exhausts and intakes are all attached the front end really starts to look quite busy.

We now come to the weak area of the model - the undercarriage. It looks basic, with the wheels attaching directly onto the doors. In all fairness to Azur and studying some 1/24th scale plans I own, I cannot see what else they could have done at this scale. The stubby undercarriage is very plain and featureless.

This just leaves the vac-form cockpit canopy; as I said earlier, there is a moulded roof supplied if you prefer to just fit the windows. I personally used the full unit and found this o.k. as far as dealing with vac-form canopies go. Once the canopy is sorted, the model then can be prepared for painting.

Accuracy

Azur quotes the dimensions of span; 50ft and length; 37ft. Using Paul R. Matt drawings in Historical Aviation Album Volume II as the reference guide, it confirms these are the correct dimensions. The model itself measures 9 scale inches under size in its length with the span being 3 scale inches over size, in real terms. To me the model captures the ugliness of the beast, and that is what really counts.

Colour Options

According to the information given both camouflage options served in Grupo 72 of the Spanish Republican Air Force in 1937/8. Each option consisted of Dark Green (Humbrol 80) over Middle Blue (Humbrol 89) with red wing tips and red fuselage band (Humbrol 89). The only variation between the two is one has the fuselage code BV-03 while the other one has Desert Yellow mottling (Humbrol 98). I should point out here that the red fuselage band and wing tips do require painting on by the modeller.

Decals

A small sheet superbly printed. I used them over a coat of Johnsons Klear and found them impeccable. They just slide into place with ease and dried with perfect density over the dark camouflage. An excellent set. Decal Rating = 10/10.

Conclusion/Recommendation

Another fine kit from the Azur stable. Easy to assemble with only the vac canopy to deter the beginner. The resin parts should not present any difficulties to the average modeller, with these requiring only the smallest of touches of superglue. I would like to think there are many more modellers out there who enjoy this period of aircraft development, that produced, to borrow a cinematic phrase *The Good, The Bad & The Ugly*, making for a more interesting model collection.

All I can say is, keep them coming.

Many thanks to Azur for the review sample.

Bryan Wilson





SZD-24 Foka 4

Technical Data

Scale: 1/48th
Kit No: 48-010
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear
Components: Resin 17, Etched 8, Clear 2
Decal Options: 3
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



The Kit

Ardpol kits are now arriving in a very nicely presented box. The contents are in resealable bags protecting the more fragile pieces. With this particular kit the wings are taped to a piece of card to protect them and also preventing them from warping. All the resin parts are very cleanly cast, and where surface detail is concerned, it is very well defined. Two vac formed canopies are supplied and a very nice etched set with the instrument panel and seat belts.

Instructions

A Polish/English history and technical data is on the first page followed by five sets of diagrams illustrating the construction sequence and finally the colour scheme options. Although the diagrams are clearly drawn, there is still a lack of a painting guide when dealing with the cockpit assembly. I still feel that part location diagrams for the cockpit floor and bulkhead could be clearer and a bit more info on the painting of the smaller details such as the skid could be included.

Construction

It is with the cockpit assembly where I had the most problems. It is due to the vague drawings in the instructions that do not show much in the way of location, as mentioned above. Although it seems obvious where most of the parts go I feel that an additional diagram showing a side view section with the parts in place wouldn't go amiss. The rest of the construction is plain sailing with of course care being taken to cut out the vac form canopy and trimming to fit. One point to make here is that I chose to prime and top coat the assembled fuselage and wings before uniting these. This is because I found it easier to mask and paint the orange fuselage marking without the wings in place. The same goes for the tailplane. Once the paint had dried the final assembly could be carried out.

Colour Options

Three alternative schemes for the Foka are included in the kit and are as follows:

•1. SP-2421 flown by Jan Wroblewski at the World Glider Championships at South Cerney

in 1965. This was the option I chose for the review model and is finished in overall gloss white with the orange fuselage flash (the orange fin flash was omitted by me in error!)

•2. SP-2455 of a gliding club in Poland, 2001 and finished in overall yellow with the fuselage and fin flash in blue. This scheme seems quite striking!

•3. HB-727. This glider/sailplane is a Swiss based example and is in a reversal scheme of the first one in overall orange with the fuselage and fin flash in white! Again a rather bright finish topped off with the Swiss national colours on the fin.

As usual, I used Halfords White Primer and Appliance White to paint the main scheme with Humbrol for the orange. Detail painting consisted of a tan and dull metal for the skids and a suitable greenish grey mix for the cockpit with matt black instrument mount and anti-dazzle panel.

Accuracy

Basing the model on the 1/48th scale drawing supplied together with the data given, the model scales out very accurately. The finished model certainly looks good and captures the feel of the high performance sailplane.

Decals

The decals are very nice. They are thin and behave well with decal solvents and the SZD maker's logo is well represented even though it only measures about 1mm. by 2mm.

Excellent!

Decal Rating = 10/10.

Conclusion/Recommendation

This is the third glider kit from Ardpol I've built and each of them is very nice and I have enjoyed making them. Apart from the vague instructions that deal with the cockpit components and lack of detail painting guides, they are pretty well straightforward and the quality of the resin is, in my mind, second to none! There are few sailplane/glider models seen at model shows but mine will be displayed at any I'll be attending in the future as I feel this form of aviation in model form will make a refreshing change to all the military aircraft that are in such abundance. Go on, make something different!

With thanks to Ardpol for the review sample. UK modellers should check with Aeroclub for price and availability.

Paul Janicki



1:32 FULL PAINTED DIORAMAS

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Lohner Flying Boat Type S-30

Technical Data

Scale: 1/72nd
Kit No: B49
Price: £22.77
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Decal Options: 1
Manufacturer: Choroszy Modelbud
UK Importer: Check Aeroclub for price and availability



The Kit

A colour profile of the model adorns the lid of the trademark blue and white Choroszy tray type box. Inside at least 96 resin parts are contained in a series of small poly bags together with one clear acetate sheet, one decal sheet and the instructions. Helpfully all of the small parts and most of the larger ones were attached to their resin molding cores, which helps prevent loss and damage.

An obvious plus was the moulding quality of flying surfaces, engine, and conventionally split fuselage, which were noticeably crisp, well defined and blessed with great subtlety. The remainder of parts were generally very clean and bubble free. As one might expect the resin strutter, whilst usable didn't have the same quality.

Instructions

Two A4-ish sheets contained type information and data, scale three-views, finishing diagrams and a five exploded views.

In fairness they are almost certainly not intended to be completely comprehensive. Anybody spending this much on a kit may be expected to have more than a passing interest and may regard Albatros Publication's monograph on the similar Lohner L series as essential reading as an aid to making sense of the drawings.

Construction

Separating the parts from their resin cores and dressing them in preparation for use was little more onerous than preparing components produced by injection moulding.

Helpfully, Choroszy use logic in packaging all the bits forming each major sub-assembly together, and this assists identification and minimises losses of the smaller items.

Fuselage

A cockpit floor, rear bulkhead, dash, seats and basic controls must be painted, assembled and fitted into

one fuselage half before the hull is joined together. Sadly the excellent seats were too wide when placed abreast to fit in the cockpit and so replacements were fabricated from scrap. Then the cockpit coaming and windscreen could be fitted.

The rear top fuselage deck didn't look square to me when the fuselage halves had been joined so filler was applied to make this good. Subsequent filing removed the rear fuselage hatches and vent which were replaced from scrap, cut and filed to shape.

The lower wing carry-through structure consists of two tubular stub spars passing through holes in two chordwise boards fitted to the top of the fuselage flush with the sides aft of the cockpit. Faint marks identify the locating points, but one needs to take care that the stub spars will clear the engine mounting N struts. I decided to use copper wire of the relevant diameter instead of the resin stub spars, because the kit items looked a little crude whilst the wire looked the part.

Engine Mounting

The engine - a little gem - is supposed to sit on a rectangular frame comprising two longitudinal bearers and two short cross beams. When assembled this proved crude and provided too small an aperture for the sump to pass through.

The fix was to replace the cross beams with short lengths of plastic tube. When dry the rear beam was cut away between the longitudinal bearers and replaced by a U-shaped wire component made from scrap to span the gap and cradle the sump/drive to the pusher propeller.

The resin N struts supporting the engine or the centre section support struts from the top of the engine bearers were no use, so items were built up from Strutz lengths cut to size using the originals as patterns. The ends of the struts were filed to

locate into socket holes drilled into the upper fuselage, engine bearers and wing centre section.

Naturally some 'adjustments' were made with reference to the drawings supplied so that the finished assemblies looked right.

Wings & Tail Surfaces

The top wing is supplied in three sections - a centre section with moulded lugs, which attach to sockets in the two beautifully formed outer panels. Surprisingly when dry fitted the panels had markedly different degrees of sweep back.

The threeview from the instruction sheet wasn't accurate or to scale so the lower wing set (which was symmetrical) was used as a basis for a line diagram marked out on graph paper to align the upper wing components.

The sockets in the outer panels were drilled deeper and the centre section lugs removed and sockets drilled in their stead to accept brass wire pins. The whole was fettled until the upper wing was symmetrical with a sweep matching the lower wings. Filler made good gaps left from the inevitable cutting and filing.

The fore end of the horizontal tail surface sits on a pyramid on inverted V struts rising from the fuselage, whilst its rear spar is fixed at three points to a W strut attached to the extreme tail. Again the eight struts and associated spreader bars were built up from 'Strutz'.

Other than drilling out the wing root attachments and the sockets for the floats the only work required on the lower wings before assembly was painting and adding decals, ... which was a relief.

At this point I should say that dimensions were carefully calculated and that jigs were made from card to assist in mounting the top wing. But that would be an untruth.

I fiddled with the centre section struts atop the engine pylon and the

depth of their locating sockets till the inverted fuselage 'sat' on the upper wing laid upside down on graph paper in alignment and a reasonable approximation of the drawings. Medium viscosity superglue was then applied to the sockets and the wing irrevocably fixed. The remaining struts were individually tailored to the model without reference to the originals.

This completed and after a huge sigh of relief the remaining minor tasks were completed.

Painting

The fuselage, complete upper wing, lower wings and tail surfaces were painted before assembly. Halfords Grey Plastic Primer was followed by white primer. The fuselage was then hand painted Humbrol Unbleached Linen (74) and when dry Tamiya X26 (Clear Orange) acrylic was brushed on unevenly to try and give the illusion of varnished ply. Further coats of X26 were sprayed on to give depth and colour.

The outer panels of the upper wing and the tail surfaces were sprayed Halfords Appliance White before masking and the addition of Model Master acrylic red stripes. The natural doped fabric sections of the upper wing and the lower wings were hand painted with Humbrol 74.

Humbrol Brown (110) formed the base colour for the beaching dolly and trestles, while other components were painted from an eclectic collection of hues languishing on the modelling bench to suit, either before or after assembly, whichever was the most convenient at the time

Colour Options

No options were given to this typical Lohner scheme. However, the panels of the national colours, red and white on the mainplane and tail surfaces complementing the Maltese crosses mean that the finished flying boat is anything but drab.



Model Adventures



1:24 Spitfire Mk Vb Floatplane

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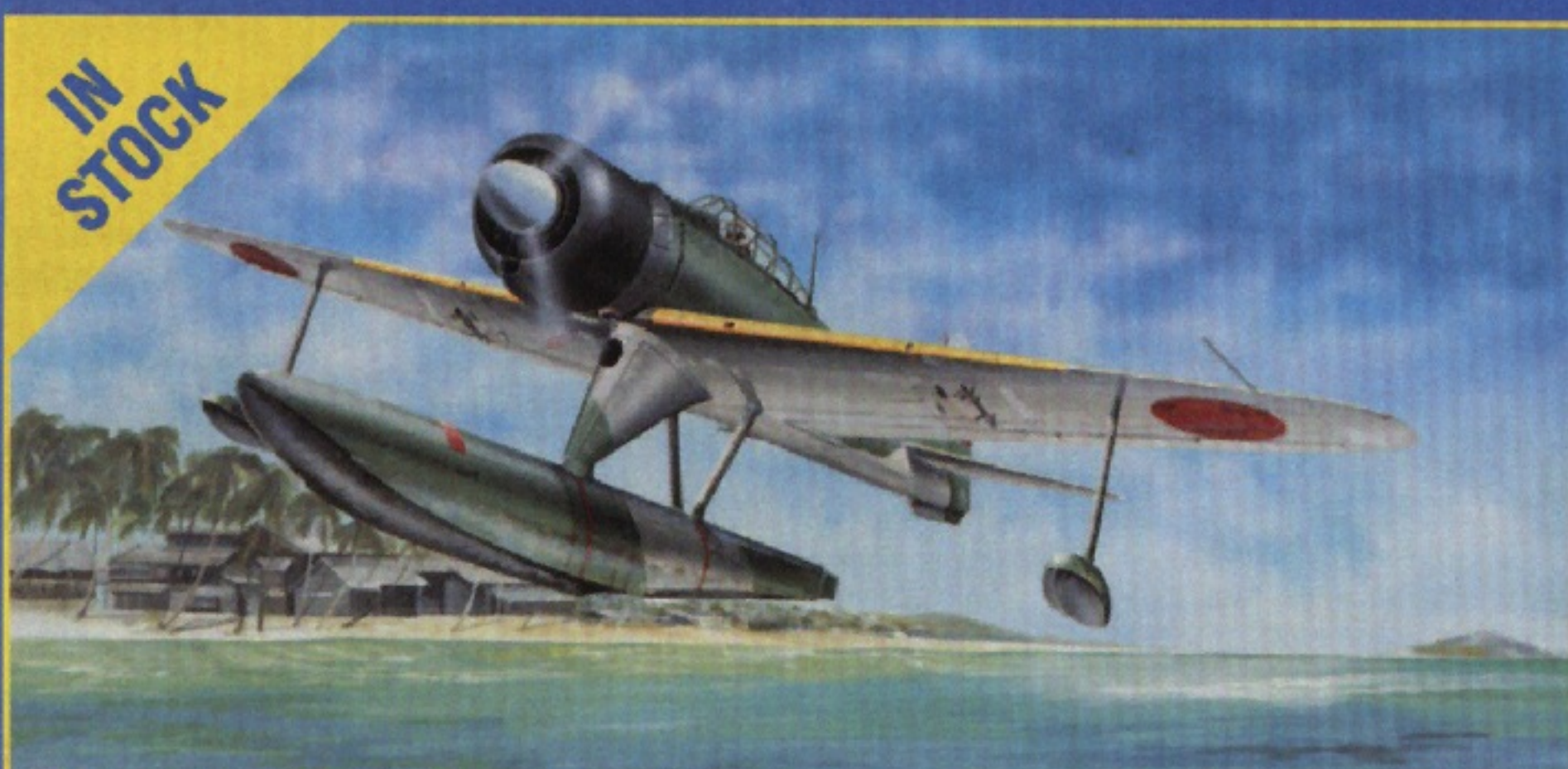
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Accuracy

I could not track down corroborative data for Lohner's S boats, but the model's dimensions scale well according to Choroszy's numbers and the completed item looks very much the part.

Decals

The S30 evidently shares the same decal sheet as its sister model in the Choroszy range the M31 and so two sets of Maltese crosses, outlined and plain are provided, but the small

fuselage crosses were not included in the review sample. I destroyed the bow cross, which is distorted, just like the real thing so that it looks in proportion when viewed from ahead, by mishandling and so resorted to painting the replacement free-hand.

There were no problems with their application.

Decal Rating = 9/10.

Conclusion/Recommendation

Not a quick build or one without its challenges, but thank heavens for

Choroszy Modelbud (and their ilk). Who else would produce such a well executed a kit of such a rare type?

The Lohner S30 makes up into a superb replica of a significant, but largely forgotten family of early warplanes. Where it counts the quality of the resin components is at the state of the art for 2003. There are pitfalls in assembly, but thankfully these are easily overcome thanks to brass Strutz from Aeroclub and basic techniques. Given that many modellers will add

extra detail including rigging, one may argue that this additional work required is merely an extension of this process. With careful rigging and imaginative display this kit is a show stopper.

I thoroughly enjoyed making it and recommend it without reservation to those comfortable with biplanes, the exotic and mixed media skills.

Simon Snape

DUJIN

Stampe/Renard SR7B

Technical Data

Scale: 1/72nd
Kit No: DAC 72180
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



The Kit

The kit comes in Dujin's usual pinch-and-seal plastic bag, fronted by an A5 header sheet bearing a good black and white photograph of the subject. Inside, another plastic bag contains the parts. There are fuselage halves and a single-piece wing unit together with tailplane and rudder. Two seats, control panels and undercarriage complete the resin. There are also two lengths of copper wire and two clear vac-formed canopies.

In common with other recent releases by Dujin, there are black serial number decals, in their own bag.

Instructions

There are no instructions as such. A single side of A4 contains a brief type history in French and a 1/72nd scale three-view drawing. A single Federal Standard reference (F.S. 32473) declares the aircraft to be overall orange.

Construction

With the interior painted Cockpit Green, the fuselage halves were joined

and slotted into the wing unit. The tailplane and rudder were added followed by the undercarriage and prop. And that's about it, apart from the canopy, which calls for the usual amount of care demanded by vac forms. The fit of parts is reasonable, with filler needed at major joints, particularly the wing roots.

Accuracy

The model conforms well to the scale drawing provided.

Colour Options & Decals

For the overall orange scheme of the Belgian registered OO-SRZ, I used

Humbrol orange (82) with black anti-glare panels and chequered tail.

The decals are printed on an overall carrier film and need cutting out and trimming. The printing is a bit fuzzy at the edges. Other than that, they work very well, are easy to handle and are a very welcome addition to Dujin kits.

I cut the tail chequers from spare black decal sheet and spent as long doing that as I did building the model!

Decal Rating = 7/10.

Conclusion/Recommendation

This is a straightforward build, which, with care, yields a very nice model. Recommended to anyone starting out on resins and, of course, French aviation enthusiasts.

I regret that my usual translation team (wife and daughter) weren't around for this one, so I know little about it, except that it dates from 1953 and had a 'historique compliquée'. A good excuse for a visit to the Musée de Bruxelles, perhaps?

My thanks to Dujin for the review sample.

Neil Pinchbeck



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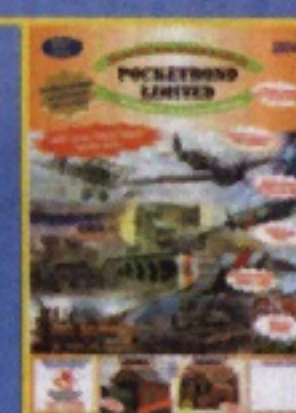
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Bra.Z Models

Following on from our first review of their products in the January edition, this month we have received another batch of samples from them for review.

1/144th Scale

Subject: VC-10 Engines

Scale: 1/144th

Product No: B4KEVI

Type: Accessory

Designed for: Airfix kit

Price: £5.50

Includes: This set comprises replacement engine pods and pylons for the Airfix kit.

Subject: SVC-10 Engines

Scale: 1/144th

Product No: B4KEVS

Type: Conversion

Designed for: Airfix kit

Price: £TBA

Includes: This set offers two new complete engine pods and pylons that will allow you to make a VC-10 fitted with Super VC-10 engines (e.g. RAF in-flight refuelling tankers).

Subject: VC-10 Leading Edges

Scale: 1/144th

Product No: B4KRV1

Type: Conversion

Designed for: Airfix kit

Price: £TBA

Includes: This set comprises two new leading edges cast in resin. These will allow you to make a later series Super VC-10 which had the increased chord leading edges.

Subject: SVC-10

Scale: 1/144th

Product No: B4FVS

Type: Conversion

Designed for: Airfix kit

Price: £TBA



B4KEVI VC-10 Engines (Airfix) - Bra.Z Models

Includes: This conversion consists of new engine pods and pylons, the increased chord leading edge of the Super VC-10 and two fuselage extension plugs.

Subject: MD-80 Cockpit Set

Scale: 1/144th

Product No: B4KDM8

Type: Accessory

Designed for: Minicraft kit

Price: £2.35

Includes: This set consists of a single resin cockpit 'tub' that can be used in the Minicraft MD-80 kit. It is also applicable to their MD-87 and MD-90 kits as well.

Subject: Concorde Front Nose/Windscreen Set

Scale: 1/144th

Product No: B4KKCO

Type: Conversion

Designed for: Revell kit

Price: £TBA

Includes: As the title states, this set comprises a new insert that can be used on the Revell kit when the model is built with the nose dropped.

Subject: Concorde Engine Detailing Set

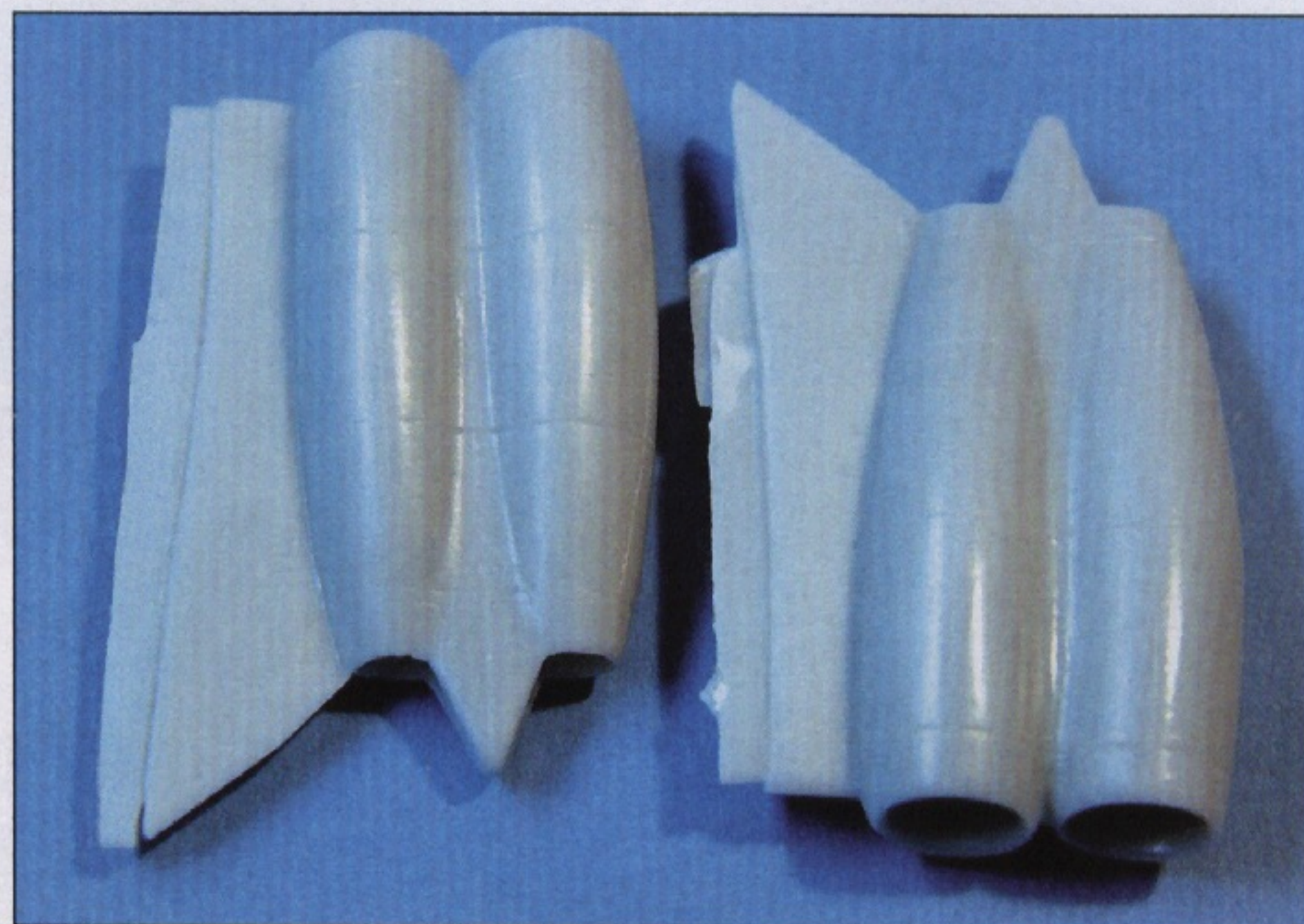
Scale: 1/144th

Product No: B4KECO

Type: Detail Set

Note: All items for this column are to be sent to:

Group Editor (Richard A. Franks), Media House, 21 Kingsway, Bedford, MK41 6DW, UK



B4KEVS SVC-10 Engines (Airfix) - Bra.Z Models

Designed for: Revell kit

Price: £TBA

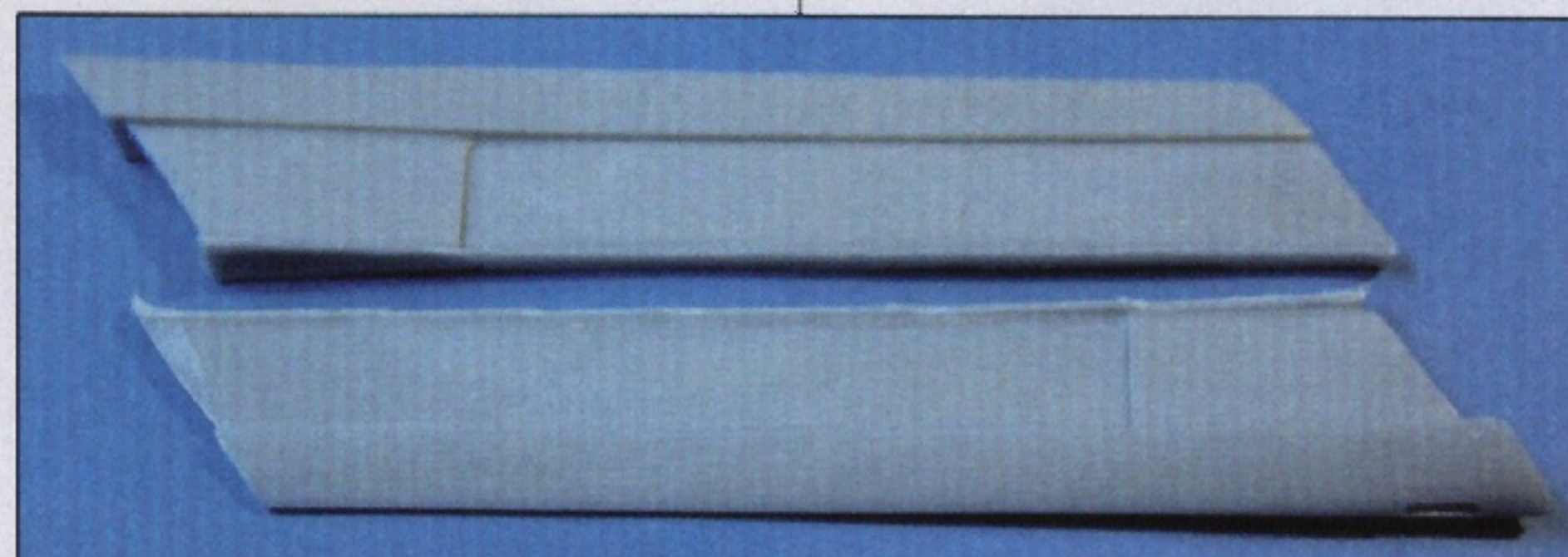
Includes: This set comprises new intake and outlets for the engine nacelles of the Revell kit.

simple yet effective and can therefore be highly recommended to all.

Our thanks to Bra.Z Models for the review samples. UK modellers can obtain this range from Hannants, while all other worldwide enquiries should be made directly to the manufacturer.

Conclusion

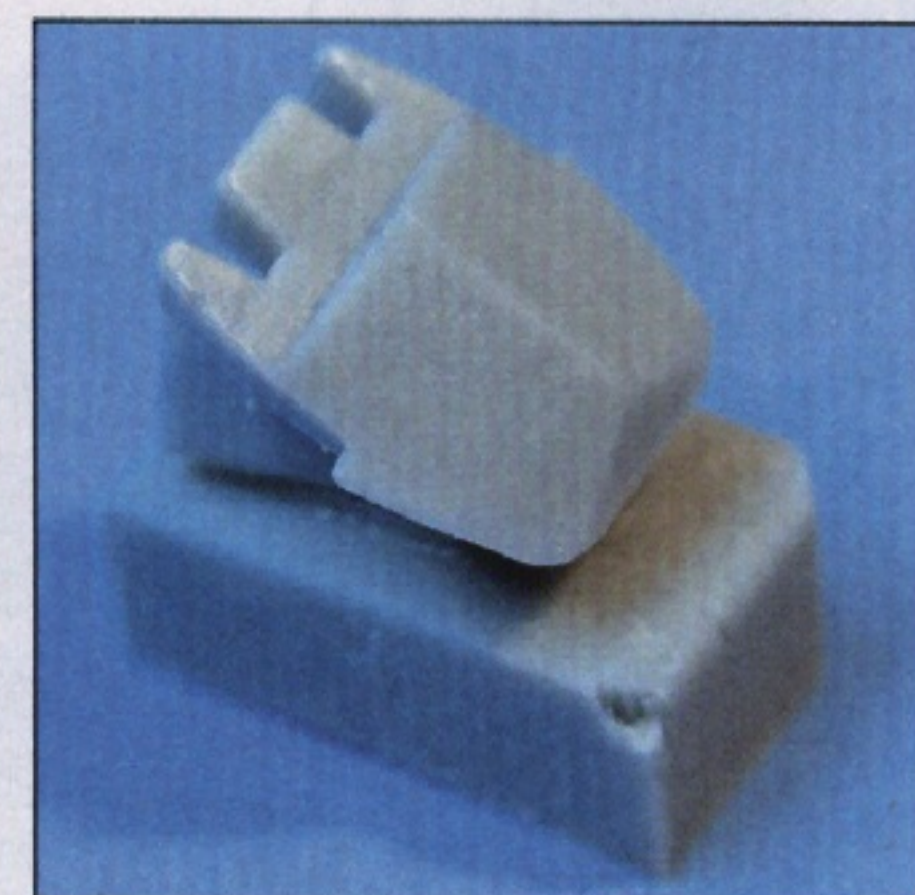
All of these sets are very well moulded with good detail. They are



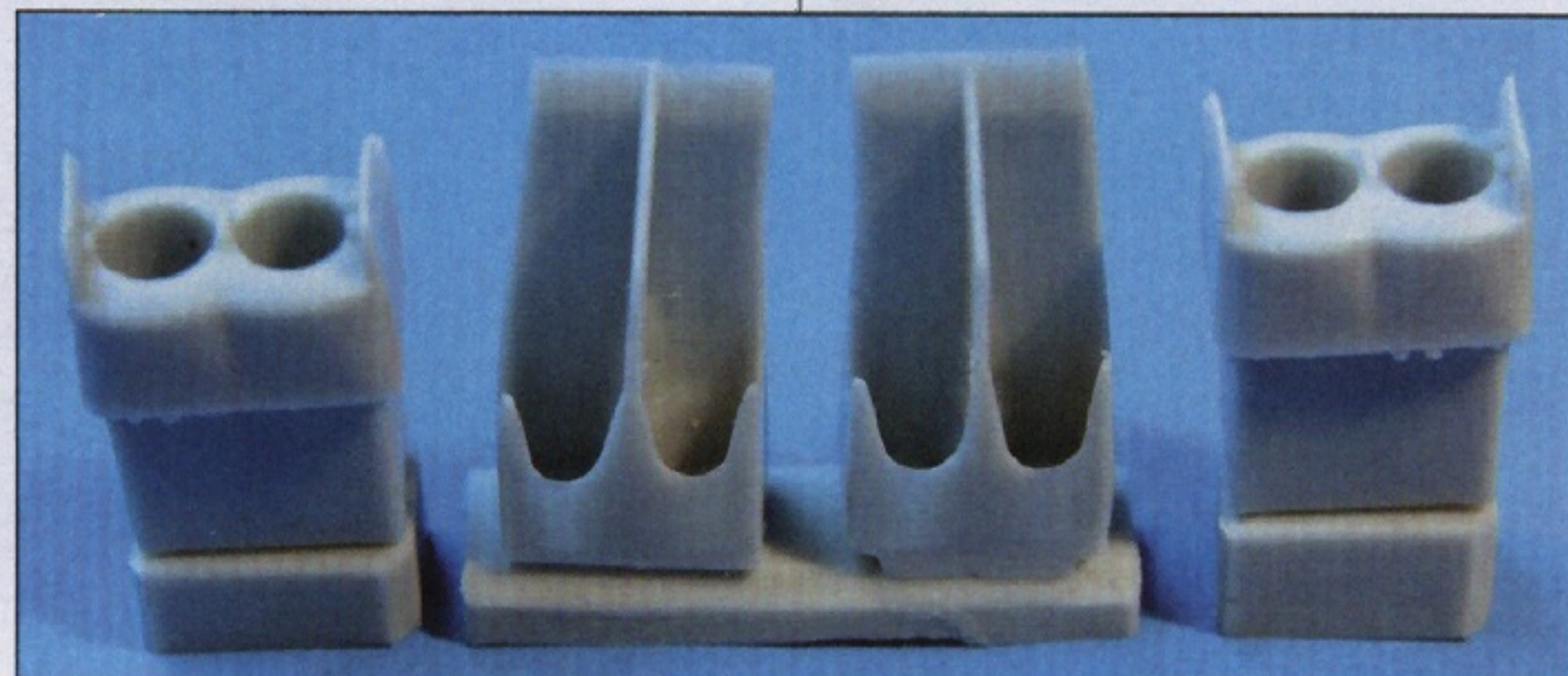
B4KRV1 VC-10 Leading Edges (Airfix) - Bra.Z Models



B4KDM8 MD-80 Cockpit Set (Minicraft) - Bra.Z Models



B4KKCO Concorde Front Nose/Windscreen Set (Revell) - Bra.Z Models



B4KECO Concorde Engine Detailing Set (Revell) - Bra.Z Models



B4FVS SVC-10 (Airfix) - Bra.Z Models

Brigade Models

Two new sets have been recently been released by Brigade and copies have been supplied directly to us for review.

1/48th Scale

Subject: V.S. Spitfire T Mk 9

Scale 1/48th

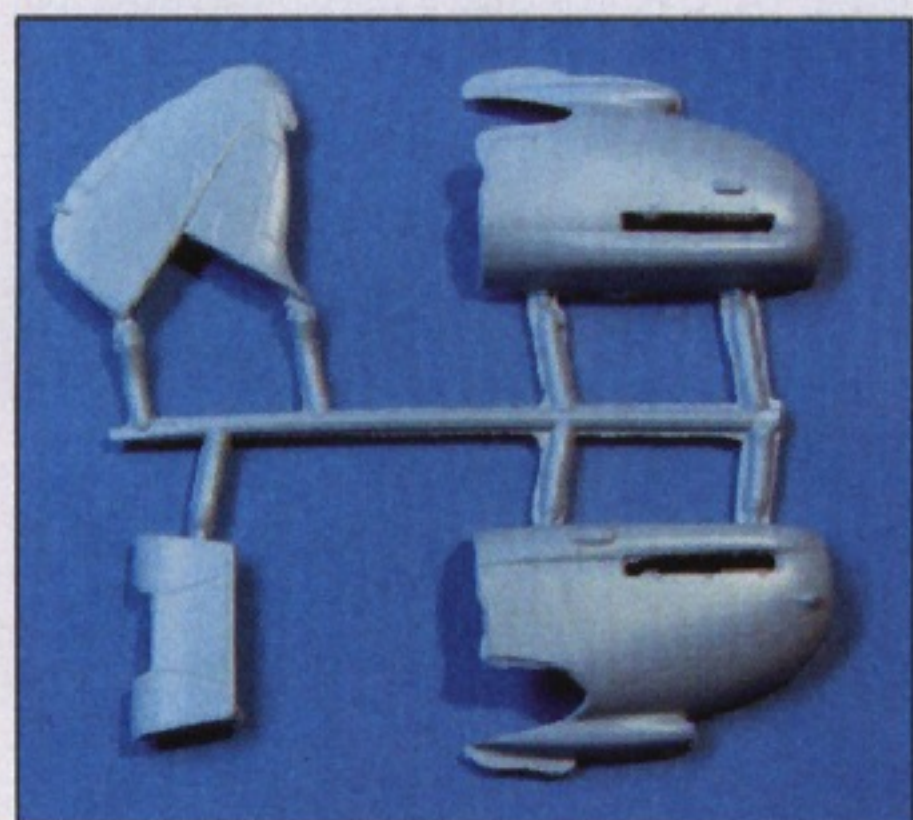
Product No: BKC48001

Type: Conversion

Designed for: Hasegawa kit

Price: £19.99

Includes: This is an injection moulded plastic conversion for the Hasegawa Mk IX kit. The main injected parts include a new mid and rear fuselage with moulded interior detail, a new nose, vertical fin and rudder and cockpit interior for the back seat. Also included is an injected rear canopy, although this would have been better supplied as both injected and a vac-form, as the clarity of the injected example is a bit poor. Also included is a lovely set of decals that



BKC48002 - V.S. Spitfire Mk IX Nose and Tail Set (Hasegawa) - Brigade Models

allow a machine of the Irish Air Corps or the RNethAF to be built. I have seen one of these fitted without filler etc to a Hasegawa kit and it looked good. As the parts were mastered and produced by Chris Gannon of Pegasus/Blue Max/Silver Cloud, you are assured of their quality.

Subject: V.S. Spitfire Mk IX Nose and Tail Set

Scale 1/48th

Product No: BKC48002

Type: See text

Designed for: Hasegawa kit

Price: £9.99

Includes: This is an odd set insofar as it is not offered as a correction, but is designed to fit the Hasegawa kits. What you get is a new nose, a vertical fin and broad chord rudder and the lower wing/fuselage fillet. These are scribed to match the Hasegawa kits, so if used with any other kit, they will have to be modified accordingly.

Conclusion

Both of these sets are well produced and manufactured. The conversion is a welcome one, and Brigade will follow this up with one in 1/72nd scale shortly. The other set will, I hope, correct the profile and thrust line of the nose in the Hasegawa kit, even though Brigade don't market it as a 'correction' set!

Our thanks to Brigade Models for the review samples.



BKC48001 V.S. Spitfire T Mk 9 (Hasegawa) - Brigade Models

Artillery Models

This is a new range of accessories from the Czech Republic and samples of their first releases have been passed directly to us for review.

1/144th Scale

Subject: Boeing 737-300

Scale 1/144th

Product No: N/K

Type: Interior Detail Set

Designed for: Minicraft kit

Price: £TBA

Includes: This resin set includes new wheels and a mass of blade antennae for the Minicraft kit.

Subject: Boeing 727-200

Scale 1/144th

Product No: N/K

Type: Interior Detail Set

Designed for: Revell or Airfix kits

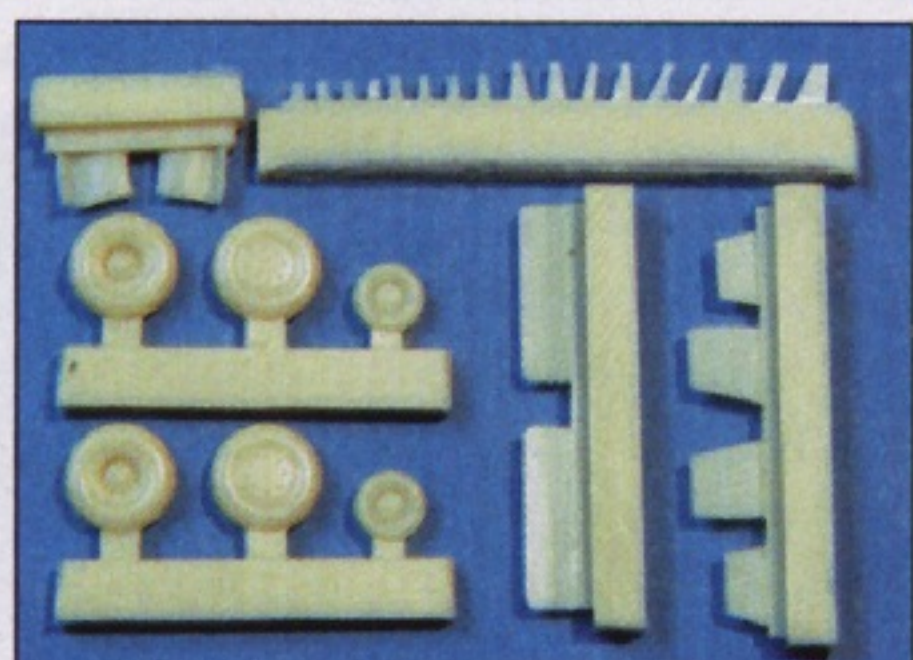
Price: £TBA

Includes: This resin set includes new wheels and a mass of blade antennae for either the Airfix or Revell kits.

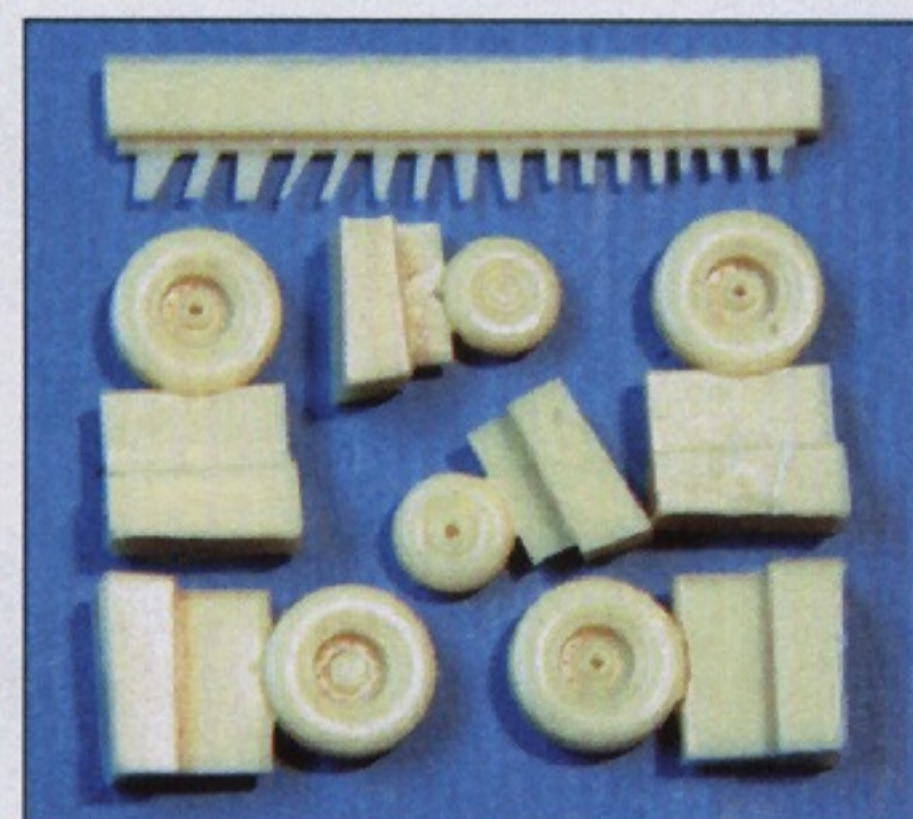
Subject: McDD F/A-18C Hornet

Scale 1/144th

Product No: N/K



Boeing 737-300 (Minicraft) - Artillery Models



Boeing 727-200 (Airfix or Revell) - Artillery Models

Type: Interior Detail Set

Designed for: Revell or Dragon kits

Price: £TBA

Includes: This set includes a new seat, main wheels, exhaust 'cans', undercarriage doors and a mass of blade antennae in resin. It also includes a vac-formed replacement canopy that is lovely and clear.

Subject: Lockheed TF-104G

Starfighter

Scale 1/144th

Product No: N/K

Type: Interior Detail Set

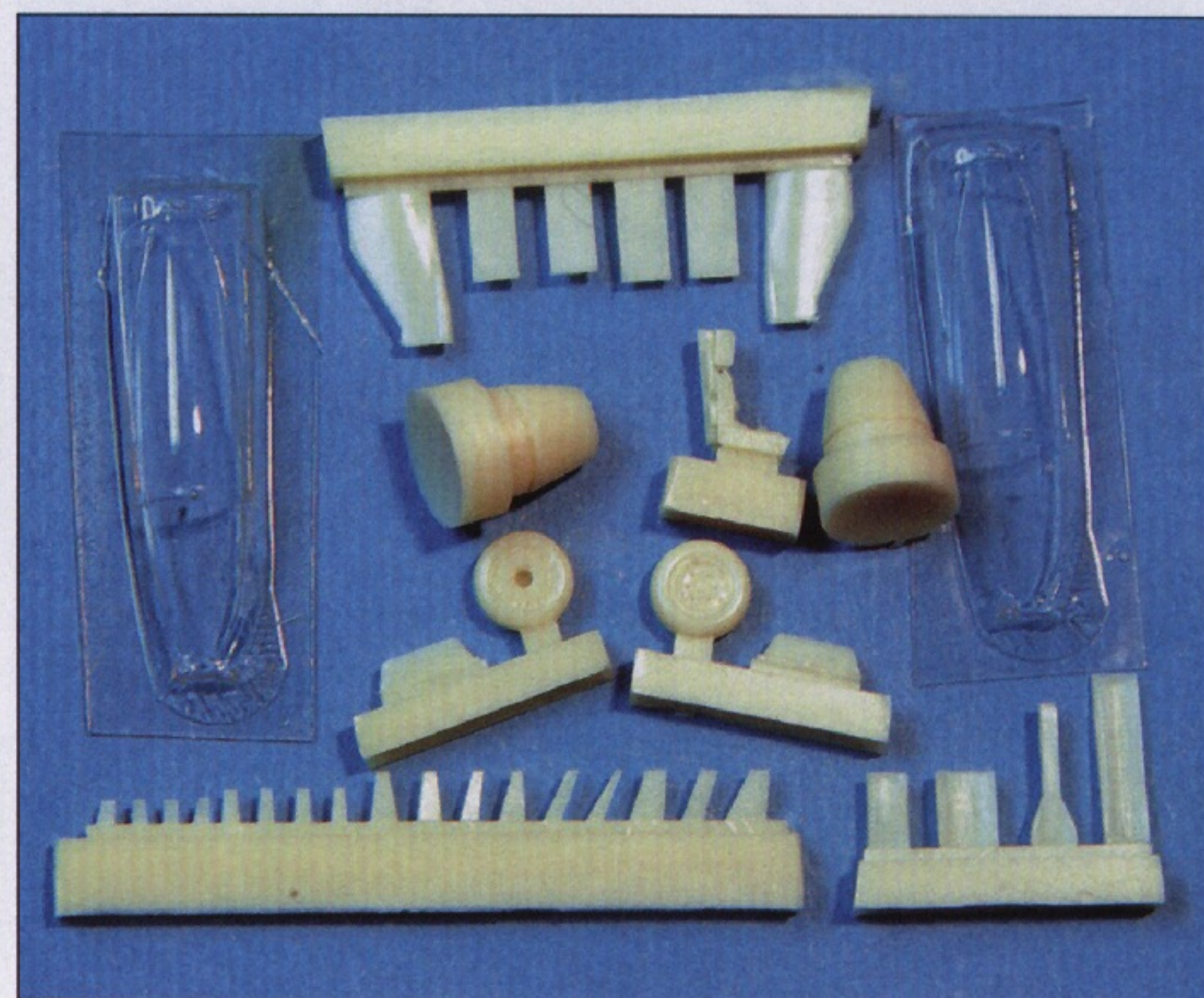
Designed for: Revell kit

Price: £TBA

Includes: This set includes new seats, main wheels, main undercarriage bay, exhaust 'can' and a mass of blade antennae in resin. It also includes a beautifully clear vac-formed replacement canopy.

Conclusion

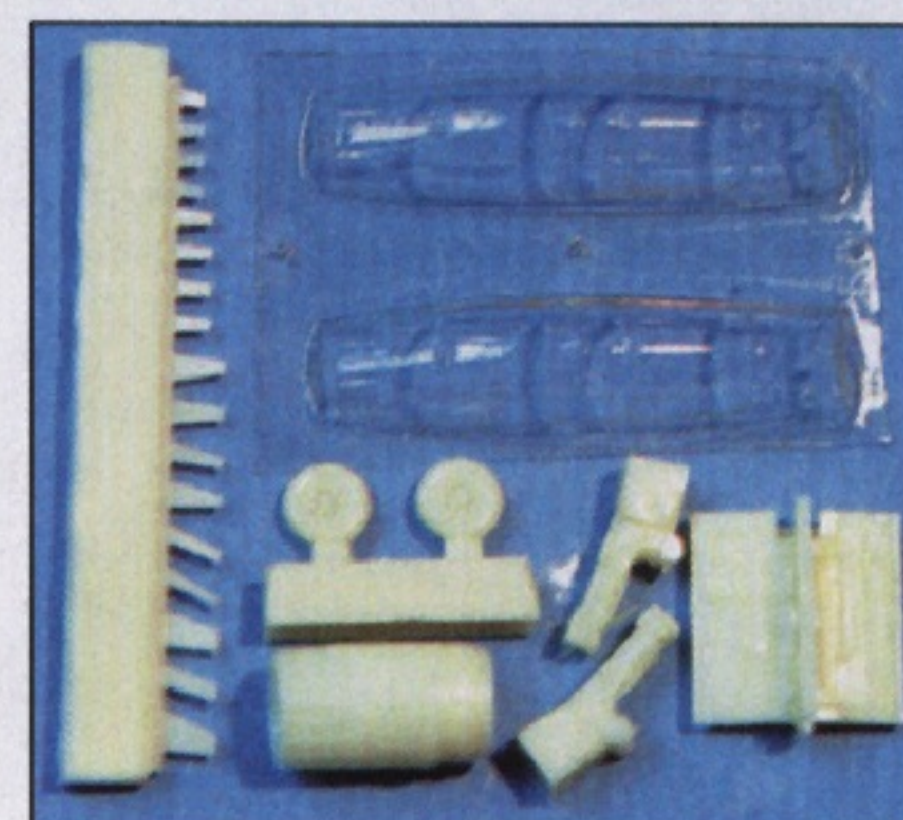
It is good to see some detail sets for small-scale aircraft. All of the above sets are beautifully cast and



McDD F/A-18C Hornet (Dragon or Revell) - Artillery Models

packaged. They do lack any form of instructions, which with the blade antennae is a bit of a problem, but apart from that they cannot be faulted and so are highly recommended to all.

Our thanks to Artillery Models for the review samples. At the time of going to press we are unaware of any UK distributor for this range.



Lockheed TF-104G Starfighter (Revell) - Artillery Models

CMK

This moth sees a single new item from CMK, a sample of which has been sent directly to us for review.

1/32nd Scale

Subject: Grumman F6F-3 & 5 Hellcat

Scale 1/32nd

Product No: 5004

Type: Interior Detail Set

Designed for: Hasegawa kit

Price: £10.40

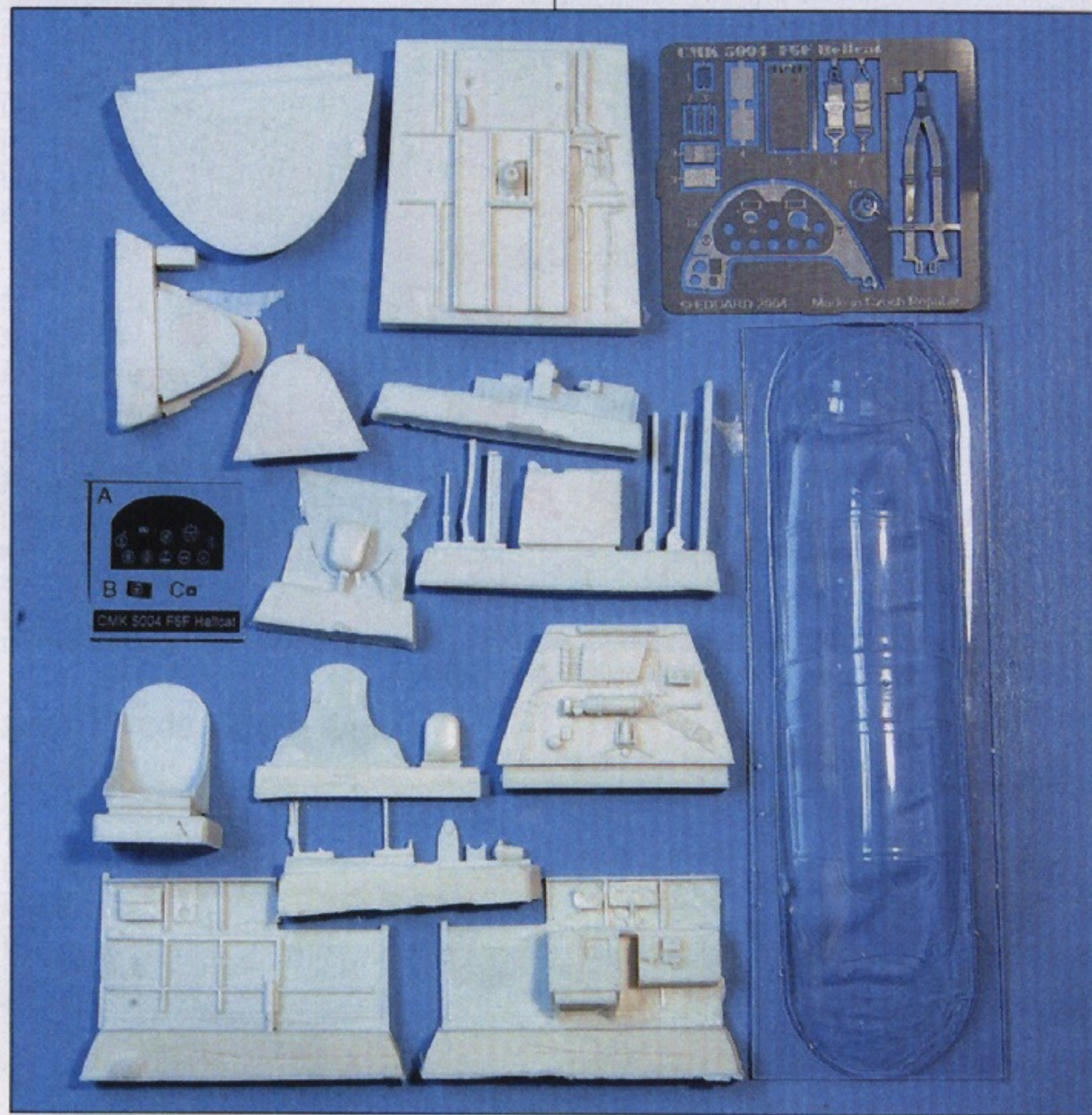
Includes: Basically this set offers a complete new cockpit interior for the Hasegawa kit from resin and etched brass components. There are new rudder pedals, sidewalls, floor and front and rear bulkheads, gunsight, seat and two styles of head armour all offered in resin. The etched brass includes details for the rudder pedals,

throttle quadrant, instrument panel (with acetate backing film) and seat belts. To complete the set there is a new vac-formed canopy just so you can show all the lovely new detail off!

Conclusion

This is an excellent set, well produced and nicely detailed. It is the sort of set we expect from CMK now and it is good to see a replacement canopy so at least you can see all that extra detail you have just added. It is highly recommended to all USN/FAA fans

Our thanks to CMK for the review sample.



5004 Grumman F6F-3 & 5 Hellcat (Hasegawa) - CMK

Platypus Publications

Following on from our initial review of their products in the March edition, this Australian publisher has send us a sample of their most recent release for review.

1/72nd Scale

Subject: B-17E Bendix Turret

Scale 1/72nd

Product No: N/A

Type: Conversion

Designed for: See text

Price: £2.90 (Inc Airmail P&P)

Includes: This is a very simple conversion, just comprising an entirely new ventral Bendix turret and sighting blister, both as solid resin castings. The former item will fit into the donor kit as a direct replacement for the kit ball-turret, while the latter will require a 16mm hole being drilled in the lower fuselage before it can be installed. Two small (4x1mm) holes will have to be added in the fuselage sides above the sighting blister, but there are simple instructions this time that show basically where these go. This conversion also includes details of the three suitable early B-17E colour schemes, although once again these illustrations are only offered as mono line-art.

Conclusion

This is a simple and effective conversion that can be recommended to all. The casting quality is not bad and their application in a suitable donor kit will be straightforward. The manufacturer is taking on board our comments about instructions from our last review, and has included a few notes with this set. These still need some work though, as the assembly sequence would have you try and wash the resin parts after all the assembly work had been completed!

Our thanks to Platypus Publications for the review samples. The above quoted rate includes Airmail P&P to the UK and payment is accepted by the manufacturer as IMO or UK cheque (made payable to L.W.Reynolds). Contact them at PO Box 13, Glenbrook, NSW 2773, Australia (Tel +[02] 4753 6148) for more details.



B-17E Bendix Turret - Platypus Publications

Eduard

Although the following two items are really 'kits' as such, because they are used as accessories to set-dress dioramas etc, we will review them here.

1/48th Scale

Subject: Luftwaffe Personnel

Scale 1/48th

Product No: 8501

Type: Figures

Designed for: N/A

Price: £TBA

Includes: This set comprises six figures in the poses shown on the box art. There are two pilot figures (both walking) and four ground crewmen. Two are loading ammo into an ammunition box, one is carrying belts of ammo and the other is carrying a machine-gun. Note that the one depicted on the box top loading ammo into the nose gun of the Bf 110 is not included.

The set is completed with an etched fret that offers belts of ammunition, various tools, the fin supports for the bombs that are included in this set and detail parts for the machine-gun like the ring and bead sight.

Subject: USAAF Personnel

Scale 1/48th

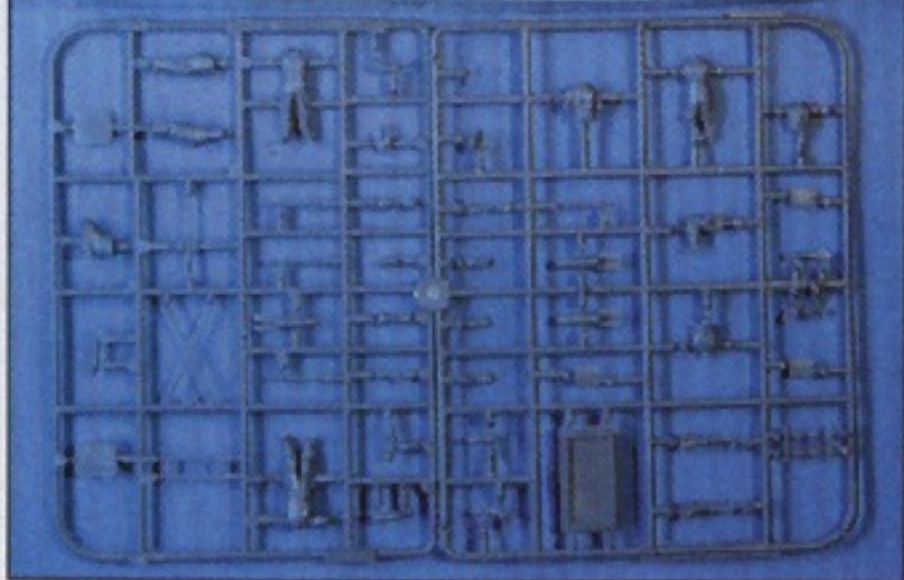
Product No: 8502

Type: Figures

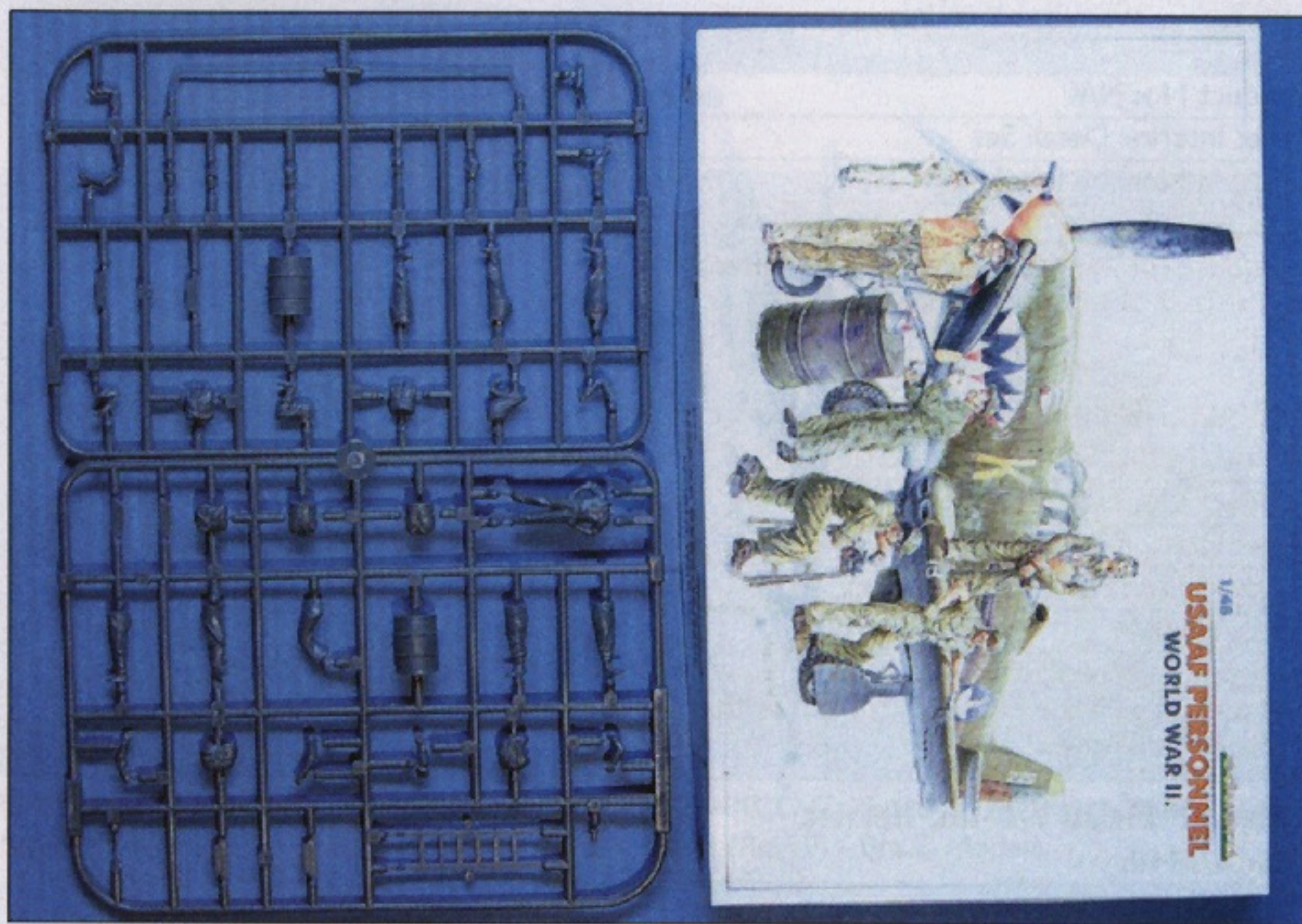
Designed for: N/A

Price: £TBA

Includes: This set comprises six figures although this time none of them are in the poses shown on the box art? There is one ground crewman kneeling down, one standing with his hands on his hips, one standing by a ladder and one painting something. The pilot figures comprise one carrying a large kit bag on his shoulder and another standing resting one arm on something. Also included are some oil drums and a set of steps.



8501 Luftwaffe Personnel - Eduard



8502 USAAF Personnel - Eduard

Conclusion

These are well moulded figures, with fairly good facial expression in this scale. The injection is very good, but I did note a few sink marks on some of the parts and even a bit of flash around some of the heads. The confusion that will be caused by the USAF set not actually offering what is on the box top

is an unnecessary and rather unusual error on Eduard's part. Other than that, it is good to see some injected figures for 1/48th scale at last and these two sets can therefore be recommended to all.

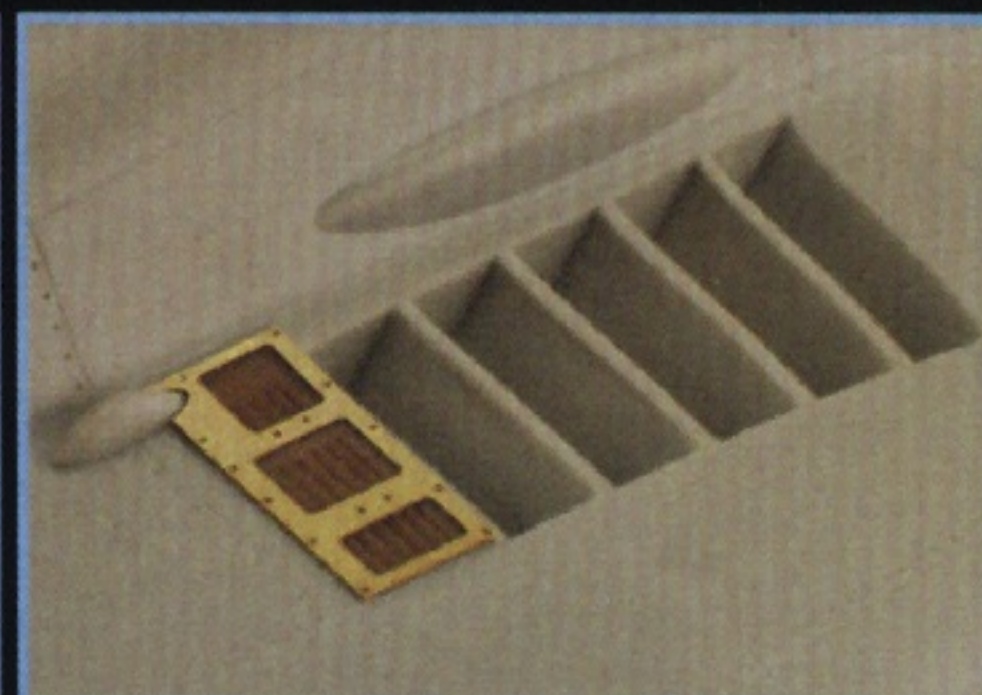
Our thanks to Eduard M.A. for the review samples. UK modellers can obtain this range from Hannants or LSA Models.

MIRAGE III CJ

1/48

COMING SOON

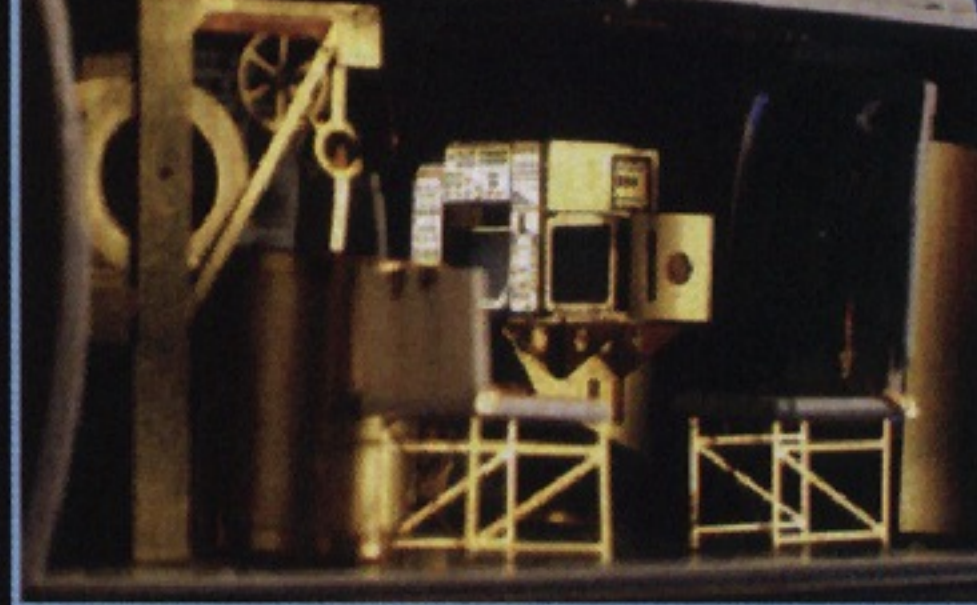
32 116 MiG-29 Fulcrum exterior set 1/32



48 464 A-1H Skyraider 1/48



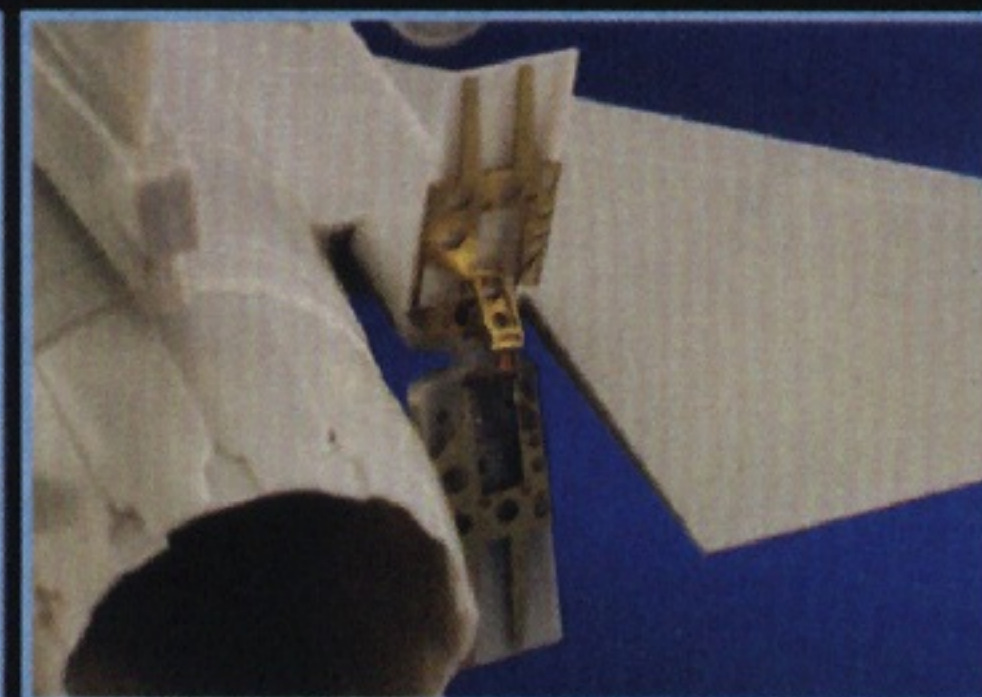
48 470 SH-60B/J Sea Hawk interior 1/48



48 474 F-16 Ladder 1/48



48 469 F-16D Fighting Falcon



Scale Model Accessories

A new batch of white-metal figures from this manufacturer has made its way to us for review this month.

1/72nd Scale

Subject: German Seated Fighter Pilots

Scale 1/72nd

Product No: SSPAR 006

Type: Figures

Designed for: N/A

Price: £2.50

Includes: This set comprises figures, all with their parachutes separate. They are suitable for the Battle of Britain period and depict one looking right, one left and the other looking forward.



SSPAR 006 German Seated Fighter Pilots - SMA



SSPAR 007 RAF Pilots, Seated - SMA

Subject: RAF Pilots, Seated

Scale 1/72nd

Product No: SSPAR 007

Type: Figures

Designed for: N/A

Price: £2.50

Includes: This is an identical set to the previous one in style, although this time it depicts RAF pilots of the Battle of Britain period.

Subject: RAF Pushing Set 1

Scale 1/72nd

Product No: SSPAR 008

Type: Figures

Designed for: N/A

Price: £5.00

Includes: This is a five-figure set all depicting RAF groundcrew in various poses 'pushing' aircraft about.

Subject: RAF Pushing Set 2

Scale 1/72nd

Product No: SSPAR 009

Type: Figures

Designed for: N/A

Price: £5.00

Includes: This is the same as the previous set, although the poses are different this time around



SSPAR 010 RAF Pilots & Groundcrew Standing About - SMA



SSPAR 008 RAF Pushing Set 1 - SMA

Subject: RAF Pilots & Groundcrew Standing About

Scale 1/72nd

Product No: SSPAR 010

Type: Figures

Designed for: N/A

Price: £5.00

Includes: As the title says, this is a set of five figures depicting both pilots and groundcrew just standing about in between sorties.



SSPAR 009 RAF Pushing Set 2 - SMA



SSPAR 010 RAF Pilots & Groundcrew Standing About - SMA

Subject: RAF Drivers, Military Police & WAAF

Scale 1/72nd

Product No: SSPAR 011

Type: Figures

Designed for: N/A

Price: £5.00

Includes: This five figure set offers one WAAF, two MPs and two (seated) RAF drivers.

Conclusion

SMA do offer a great number of aircraft related items now and all of the above figures can be highly recommended. They are well cast

and nicely detailed and will benefit from careful painting.

Our thanks to Scale Model Accessories Ltd for the review samples. For more details visit their website at www.scalemodelaccessories.co.uk.

AMRAAM Line

You may recall our review of this Italian manufacturer's products in the February 2002 edition, well their latest couple of sets have been passed directly to us for review this month.

1/48th Scale

Subject: GBU-12 LGB

Scale: 1/48th

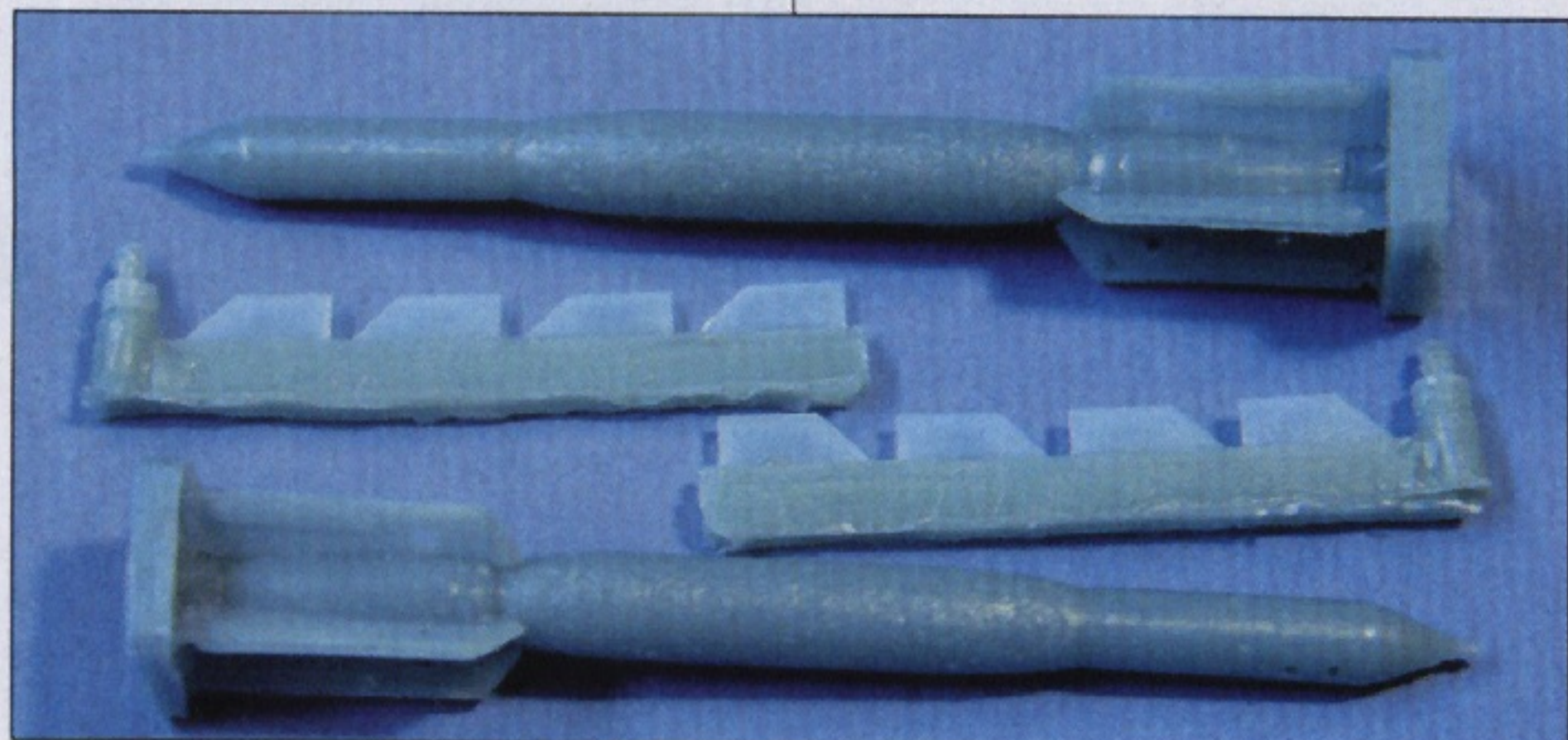
Product No.: 48-006

Type: Accessory

Designed for: Hasegawa (Harrier II) kits

Price: £TBA

Includes: This set comprises two complete GBUs with the nose finlets and sighting head as separate components.



48-006 GBU-12 LGB (Hasegawa) - AMRAAM Line

Subject: ALQ-164 ECM Pod

Scale: 1/48th

Product No.: 48-007

Type: Accessory

Designed for: Hasegawa kits

Price: £TBA

Includes: This set comprises a single cast resin rendition of this ECM pod, as carried by the Harrier II.

Subject: Refuelling Probe

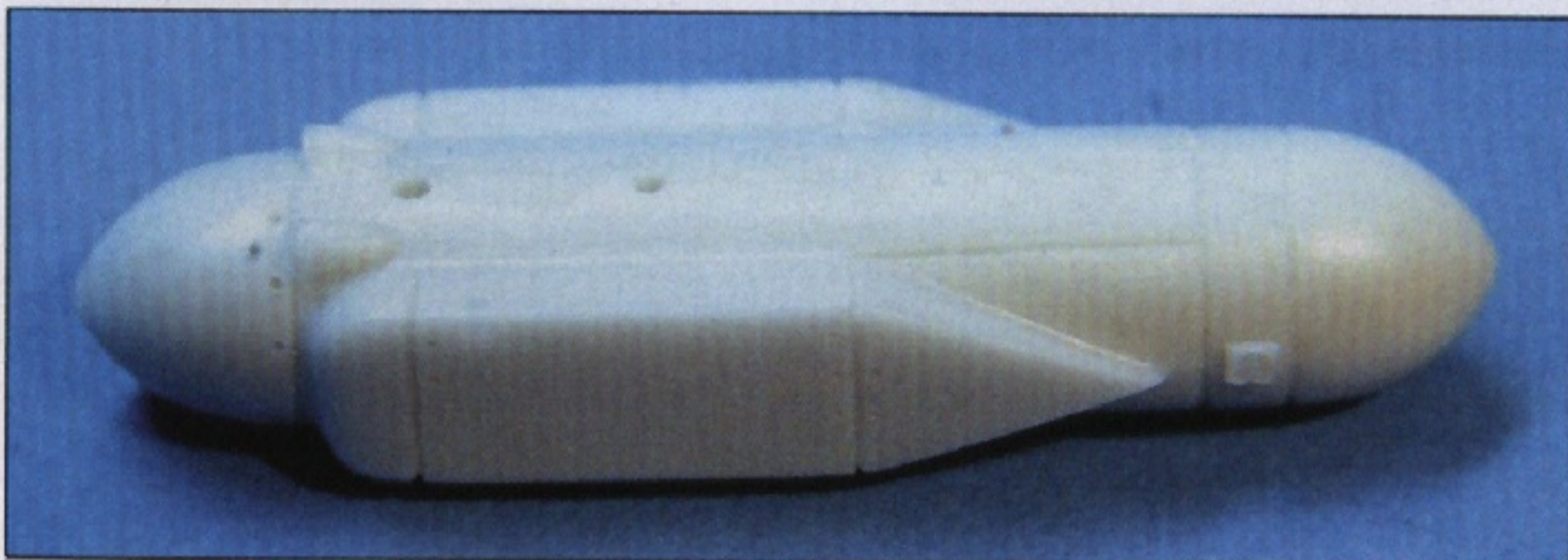
Scale: 1/48th

Product No.: 48-008

Type: Accessory

Designed for: Hasegawa kits

Price: £TBA



48-007 ALQ-164 ECM Pod (Hasegawa) - AMRAAM Line

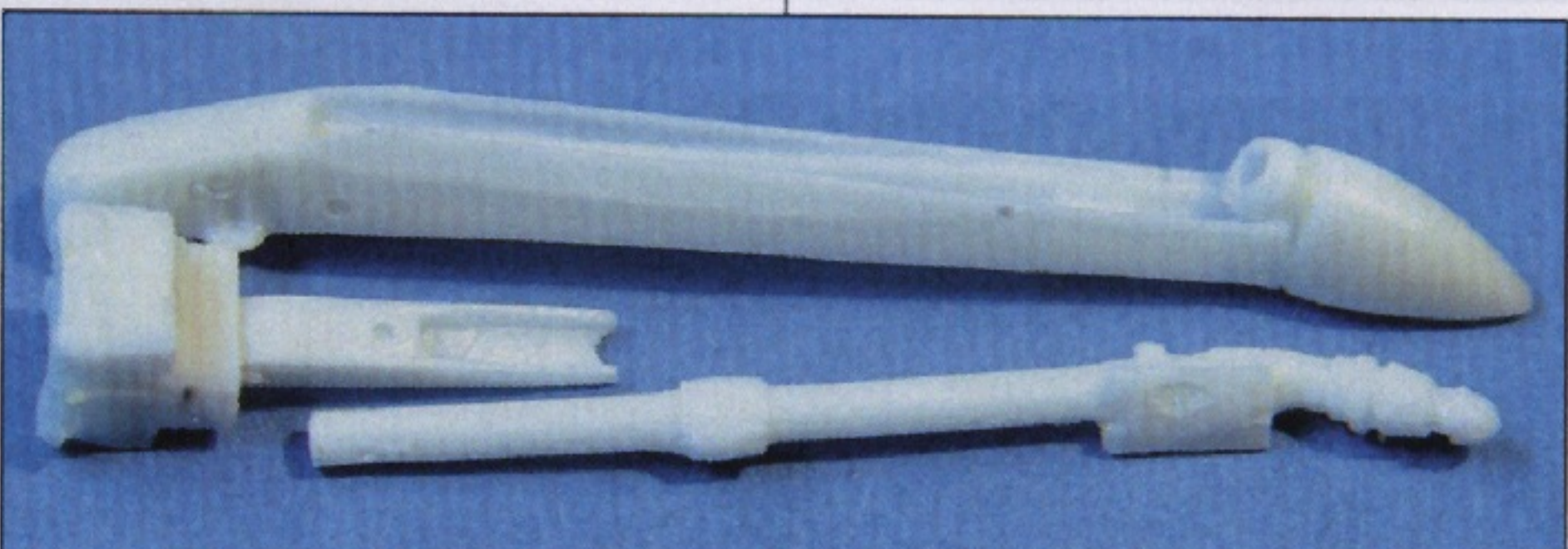
Includes: This set comprises the fillet for the refuelling probe, the probe itself and its support arm as three resin components. It is designed for use with the Hasegawa Harrier II kits and will allow you to pose the refuelling probe in the open position.

Conclusion

These set are of the highest standard and could not be easier to use, as

they basically just 'bolt on' to the Hasegawa kit. Highly recommended to all Harrier fans.

Our thanks to AMRAAM Line for the review samples. UK modellers can obtain this range from Hannants, while American modellers can obtain it via Victory Models.



48-008 Harrier Refuelling Probe (Hasegawa) - AMRAAM Line

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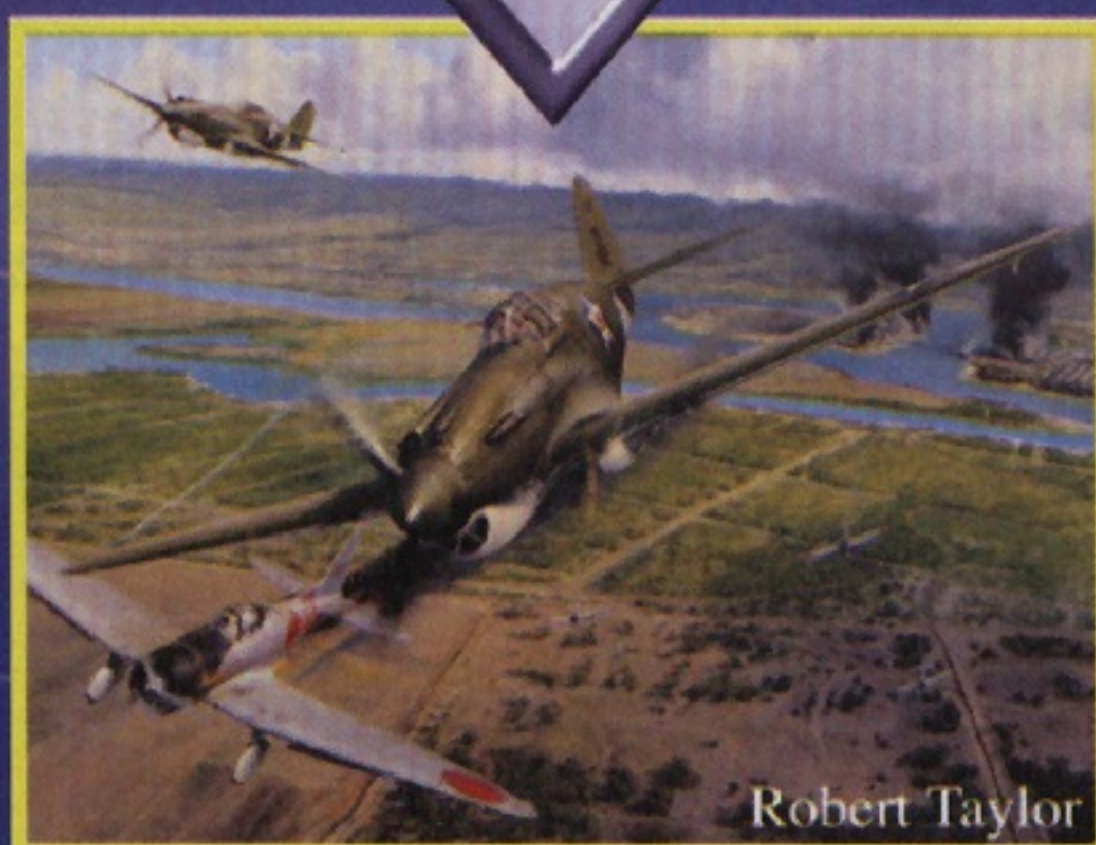


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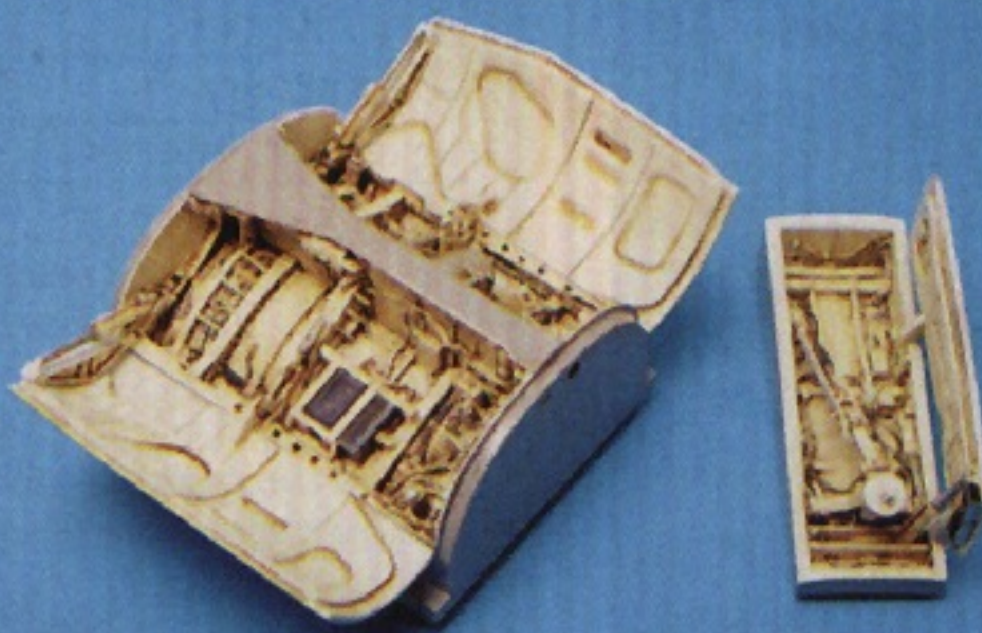
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Pavla Models

A large batch of new items from this manufacturer has been sent directly to us for review this month.

1/72nd Scale

Subject: Martin-Baker Mk 2 Ejection Seat

Scale 1/72nd
Product No: S 72031
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This resin seat is moulded complete with seat harness and is suitable for the Gloster Meteor or the Westland Wyvern, amongst others.

Subject: P-36/P-40 Early Seat

Scale 1/72nd
Product No: S 72032
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This resin seat is moulded complete with seat harness and is suitable for the Curtiss P-36 or early versions of the P-40 and is actually the item included in their own kits of the latter!

Subject: P-47 Seat

Scale 1/72nd
Product No: S 72033
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This resin seat is moulded complete with seat harness and is suitable for any version of the Republic P-47 Thunderbolt.

Subject: P-51D Seat

Scale 1/72nd
Product No: S 72034
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This resin seat is moulded complete with seat harness and head armour and is suitable for the North American P-51D Mustang

Subject: Martin-Baker Mk I Ejection Seat

Scale 1/72nd
Product No: S 72035
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This resin seat is moulded complete with seat harness and is suitable for the Gloster Meteor F Mk 8 or the D.H. Vampire, amongst others.



S 72031 Martin-Baker Mk 2 Ejection Seat - Pavla

Subject: Hawker Typhoon/Tempest Seat

Scale 1/72nd
Product No: S 72036
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This resin seat is moulded just with lap straps. It is suitable for both the Typhoon and Tempest and is actually the item included in their own kit of the former!

Subject: Fw 190A/D Seat

Scale 1/72nd
Product No: S 72037
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This set offers two resin seats moulded complete with their seat harness. They are suitable for all of the Fw 190 series, as well as the Ta 152.

Subject: Polikarpov Fighter (WWII) Seat

Scale 1/72nd
Product No: S 72038
Type: Accessory
Designed for: See text
Price: £1.60

Includes: This resin seat is moulded complete with seat harness and is suitable for most Polikarpov fighters (I-15, I-153, I-16 etc) for the WWII era.

Subject: RATO Gear

Scale 1/72nd
Product No: U 7244
Type: Accessory
Designed for: See text
Price: £1.70

Includes: This resin set offers two complete set of RATO bottles and bridles suitable for the Westland Wyvern.

Subject: SM.79 Sparviero (Exterior)

Scale 1/72nd
Product No: U 7246
Type: Accessory
Designed for: Italeri kit
Price: £5.75

Includes: This resin set offers new engines, exhaust stacks and wheels as well as the dorsal 'hump' as a vac-formed clear plastic component.

Subject: Wheel Set for Ju 88

Scale 1/72nd
Product No: U 7248
Type: Accessory
Designed for: See text
Price: £1.70

Includes: This resin set offers two new 'weighted' main wheels for any version of the Ju 88.



S 72035 Martin-Baker Mk I Ejection Seat - Pavla



S 72032 P-36/P-40 Early Seat - Pavla



S 72033 P-47 Seat - Pavla



S 72034 P-51D Seat - Pavla

Subject: SM.79 Sparviero Interior Set

Scale 1/72nd
Product No: N/K
Type: Accessory
Designed for: Italeri kit
Price: £7.00

Includes: This boxed set offers a new cockpit floor and interior, seats, instrument panel, bomb rack, dorsal machine-gun and framework and bomb aimer's position all in resin plus the cockpit canopy as a vac-formed clear plastic component.

Subject: B-24D Liberator

Scale 1/72nd
Product No: V 7233
Type: Accessory
Designed for: Academy kit
Price: £TBA

Includes: This set offers replacement vac-formed clear plastic canopy, nose blister and side windows for the Academy kit.

Subject: Fokker D.XXI (Mercury)

Scale 1/72nd
Product No: V 7235
Type: Accessory
Designed for: See text



S 72036 Hawker Typhoon/Tempest Seat - Pavla



S 72037 Fw 190A/D Seat - Pavla



S 72038 Polikarpov Fighter [WWII] Seat - Pavla

Price: £TBA

Includes: This set offers a replacement vac-formed clear plastic canopy for the MPM, Frog or PM Models kits of the D.XXI.

Subject: Avia B.35.I or 35.2

Scale 1/72nd
Product No: V 7237
Type: Accessory
Designed for: KP kits
Price: £TBA

Includes: This set offers two replacement vac-formed clear plastic canopies for the KP kits.

Subject: Aero 45

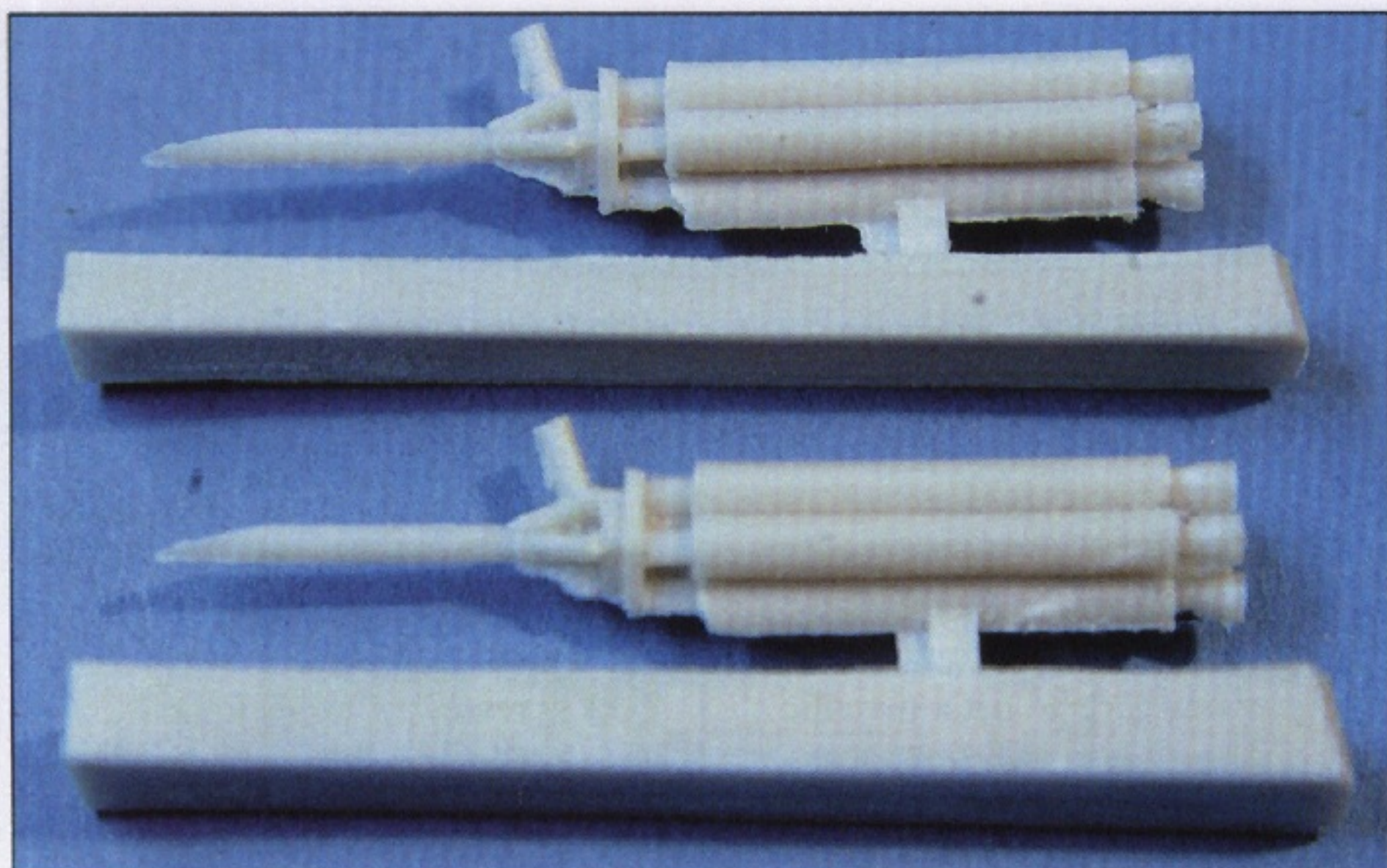
Scale 1/72nd
Product No: V 7238
Type: Accessory
Designed for: A-Model kit
Price: £TBA

Includes: This set offers a replacement vac-formed clear plastic canopy for the recent A-Model kit.

Subject: Aero 145

Scale 1/72nd
Product No: V 7239
Type: Accessory
Designed for: A-Model kit
Price: £TBA

Includes: This set offers a replacement vac-formed clear plastic canopy for the recent A-Model kit.



U 7244 RATO Gear - Pavla

Subject: Kugisho PIYI Ginga

Scale 1/72nd

Product No: V 7240

Type: Accessory

Designed for: Hasegawa kit

Price: £TBA

Includes: This set offers a replacement vac-formed clear plastic canopy for the Hasegawa kit, although with modification it may also fit the older Revell example as well?

Subject: Kawasaki Ki-48 Lily

Scale 1/72nd

Product No: V 7241

Type: Accessory

Designed for: Hasegawa kit

Price: £TBA

Includes: This set offers a replacement vac-formed clear plastic canopy for the Hasegawa kit.

Subject: Nakajima C6NI Myrt

Scale 1/72nd

Product No: V 7242

Type: Accessory

Designed for: Fujimi kit

Price: £TBA

Includes: This set offers a replacement vac-formed clear plastic canopy for the Fujimi kit.

1/48th Scale

Subject: KK-2 Ejection Seat

Scale 1/48th

Product No: S 48017

Type: Accessory

Designed for: See text

Price: £1.60

Includes: This resin seat is offered with moulded seat harness and is suitable for the MiG-17, MiG-19 etc.

Subject: MiG-19

Scale 1/48th

Product No: V 4804

Type: Accessory

Designed for: Trumpeter kit

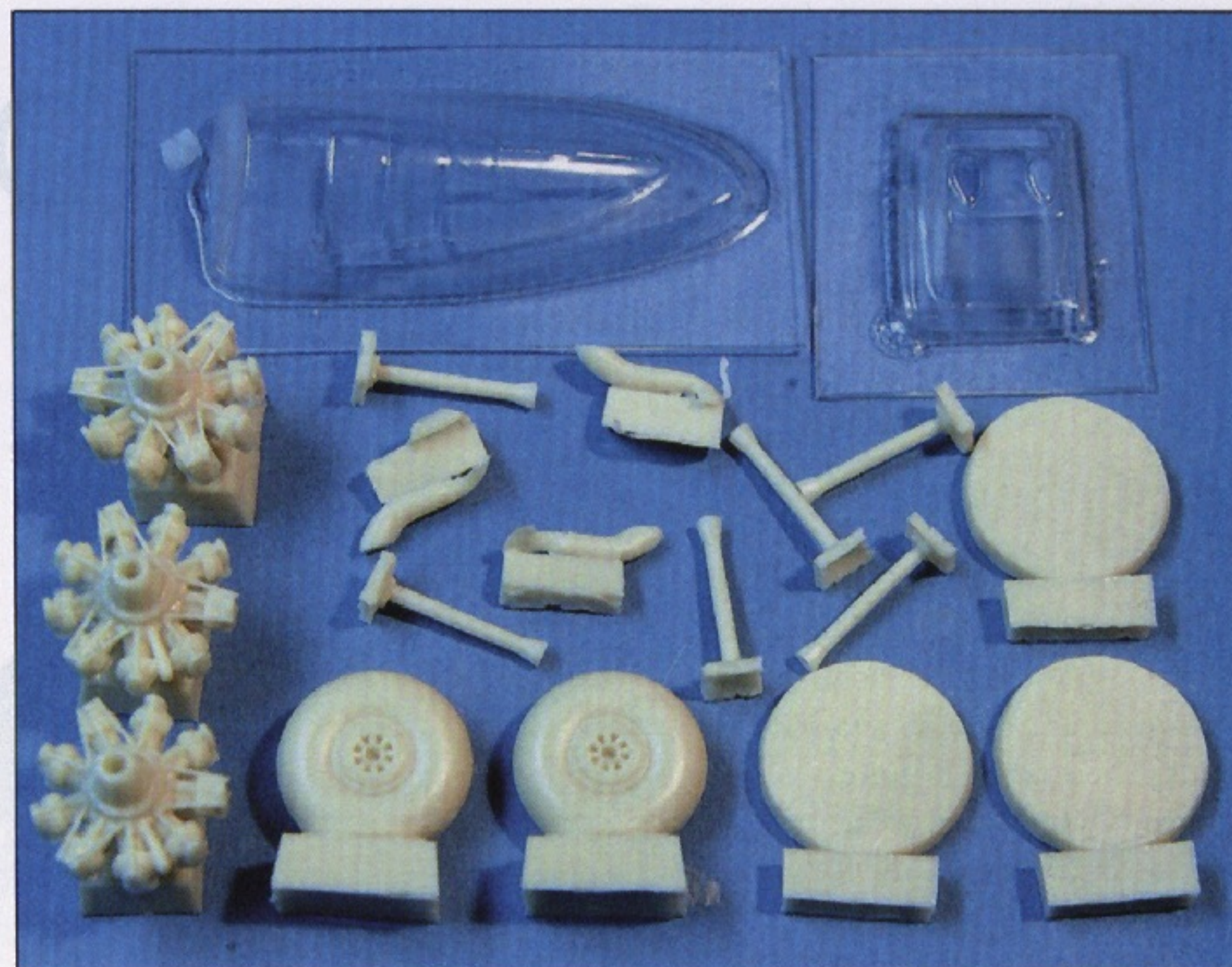
Price: £TBA

Includes: This set offers a replacement vac-formed clear plastic canopy for the Trumpeter kit.

Conclusion

Pavla are certainly offering some interesting sets here. All are well manufactured and packaged and can be highly recommended. The RATO bottles will prove very useful with the lovely resin kit of the Wyvern from CMR and those two SM.79 have just got to be put in an Italeri kit!

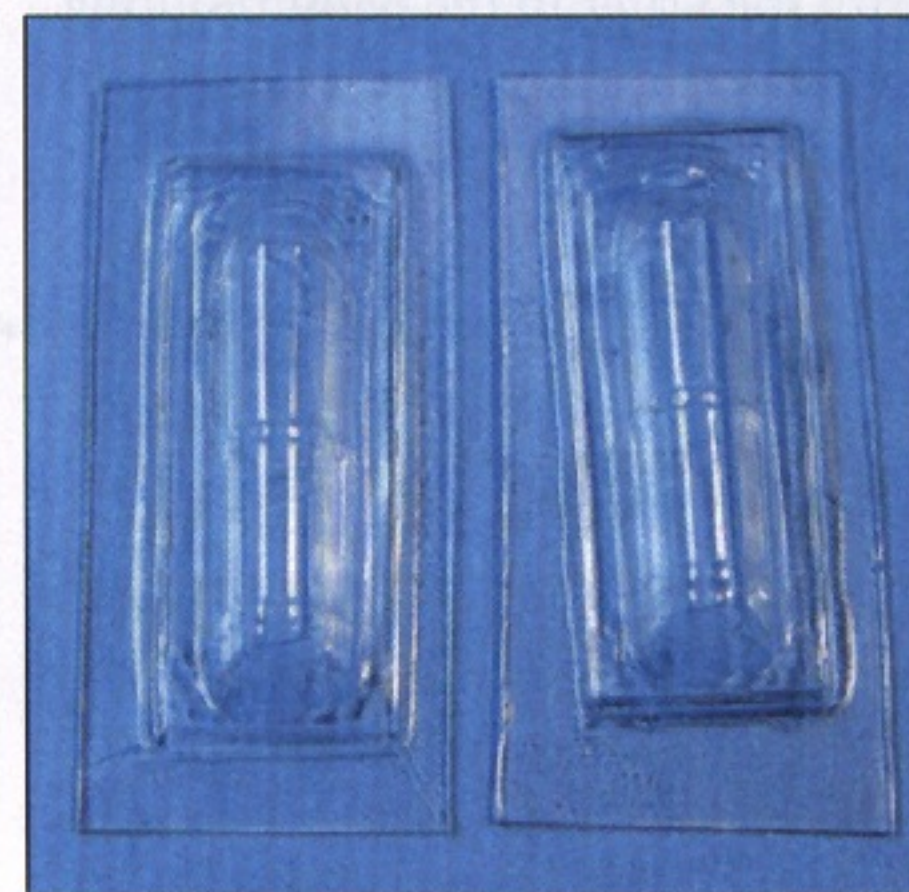
Our thanks to Pavla for the review samples. UK modellers can obtain this range from Hannants. Please note that those items without UK prices were not available at the time we went to press, so please check with Hannants for price and availability.



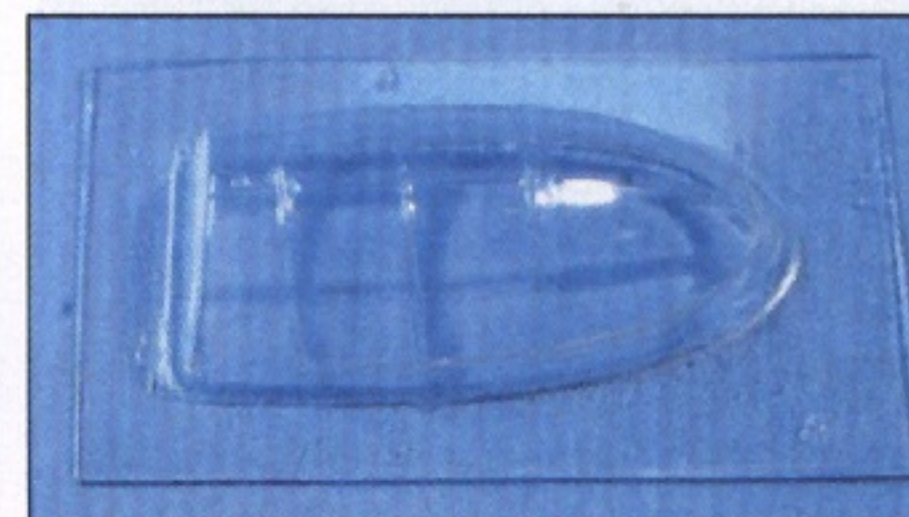
U 7246 SM.79 Sparviero [Exterior] (Italeri) - Pavla



U 7248 Wheel set for Ju 88 - Pavla



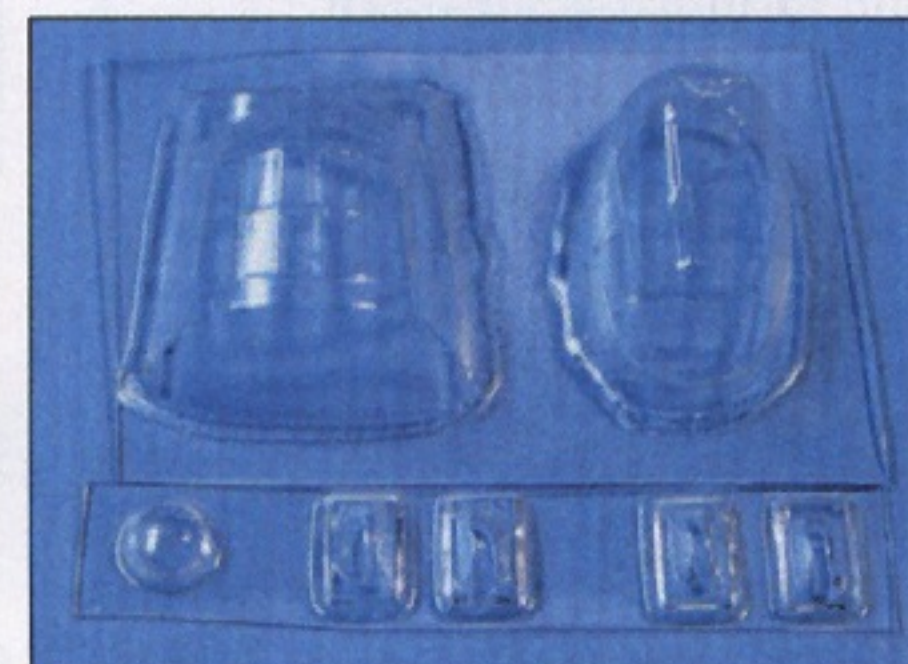
V 7237 Avia B.35.1 or 35.2 (KP) - Pavla



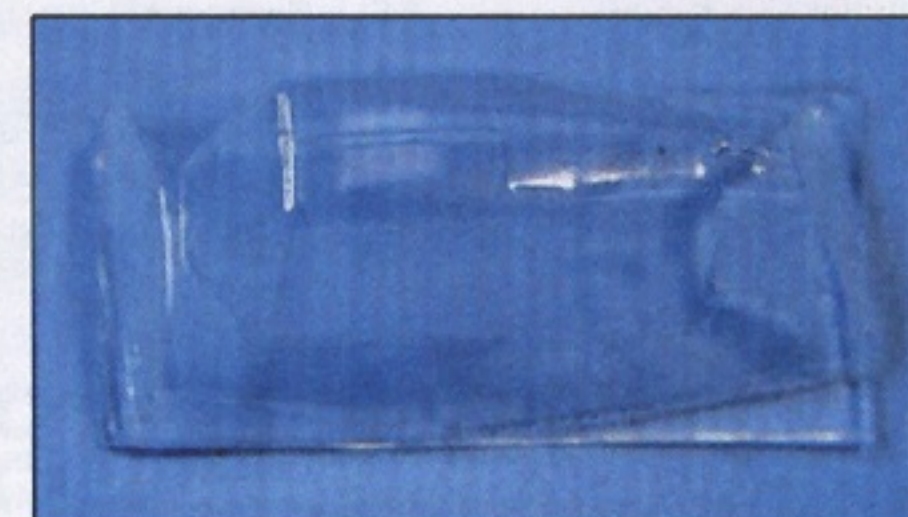
V 7238 Aero 45 (A-Model) - Pavla



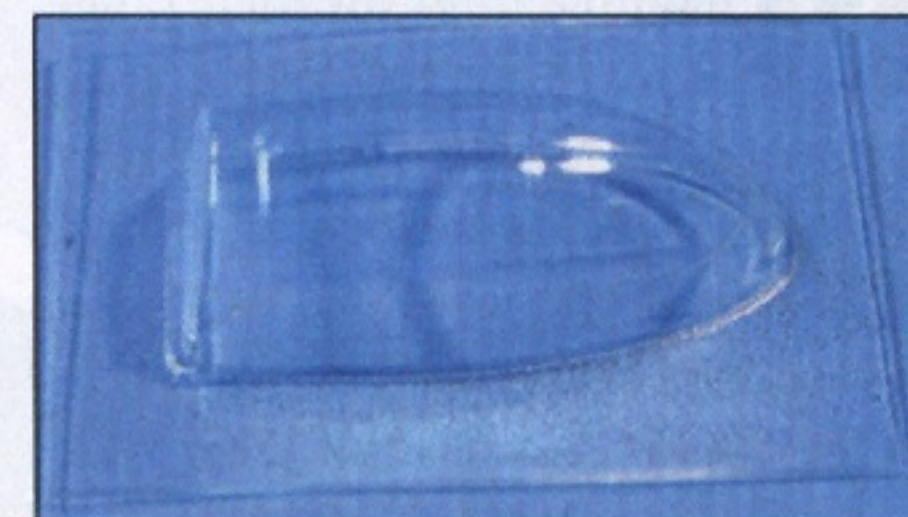
S 48017 KK-2 Ejection Seat - Pavla



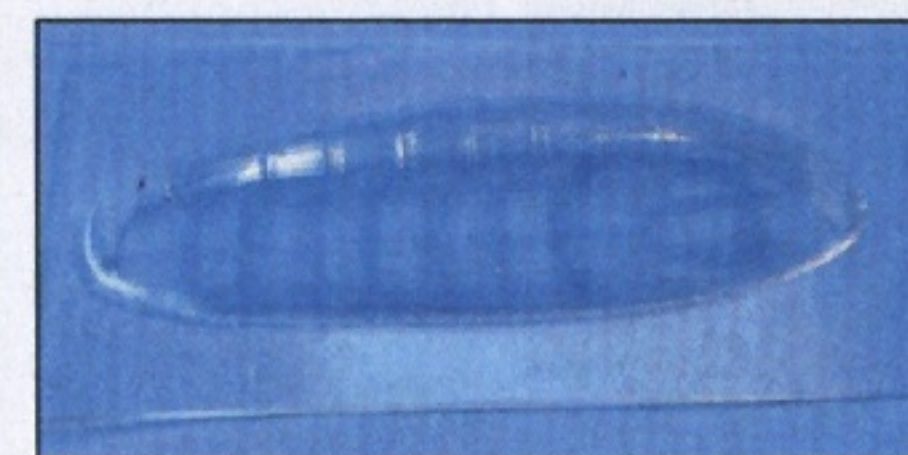
V 7233 B-24D Liberator (Academy) - Pavla



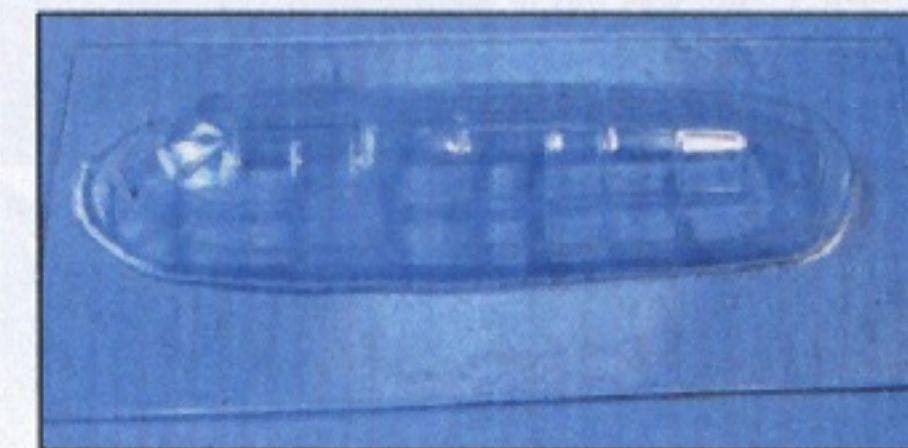
V 7235 Fokker D.XXI [Mercury] (MPM, Frog or PM) - Pavla



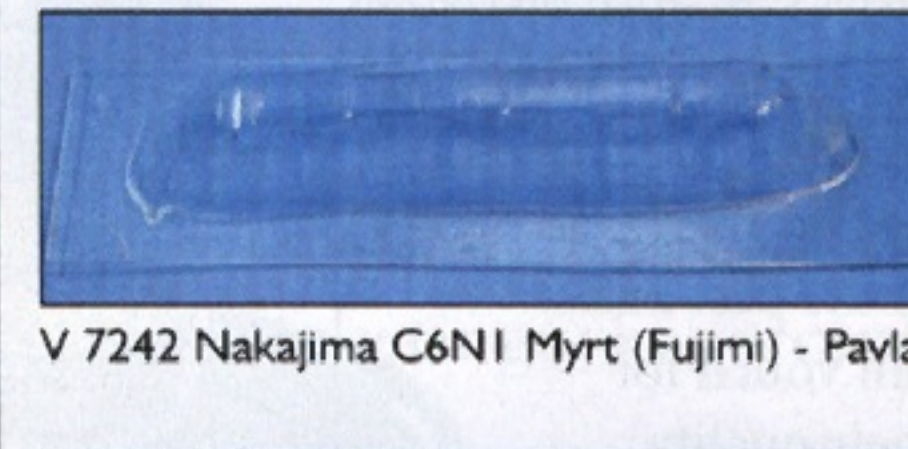
V 7239 Aero 145 (A-Model) - Pavla



V 7240 Kugisho PIYI Ginga (Hasegawa) - Pavla



V 7241 Kawasaki Ki-48 Lily (Hasegawa) - Pavla



V 7242 Nakajima C6NI Myrt (Fujimi) - Pavla



V 4804 MiG-19 (Trumpeter) - Pavla



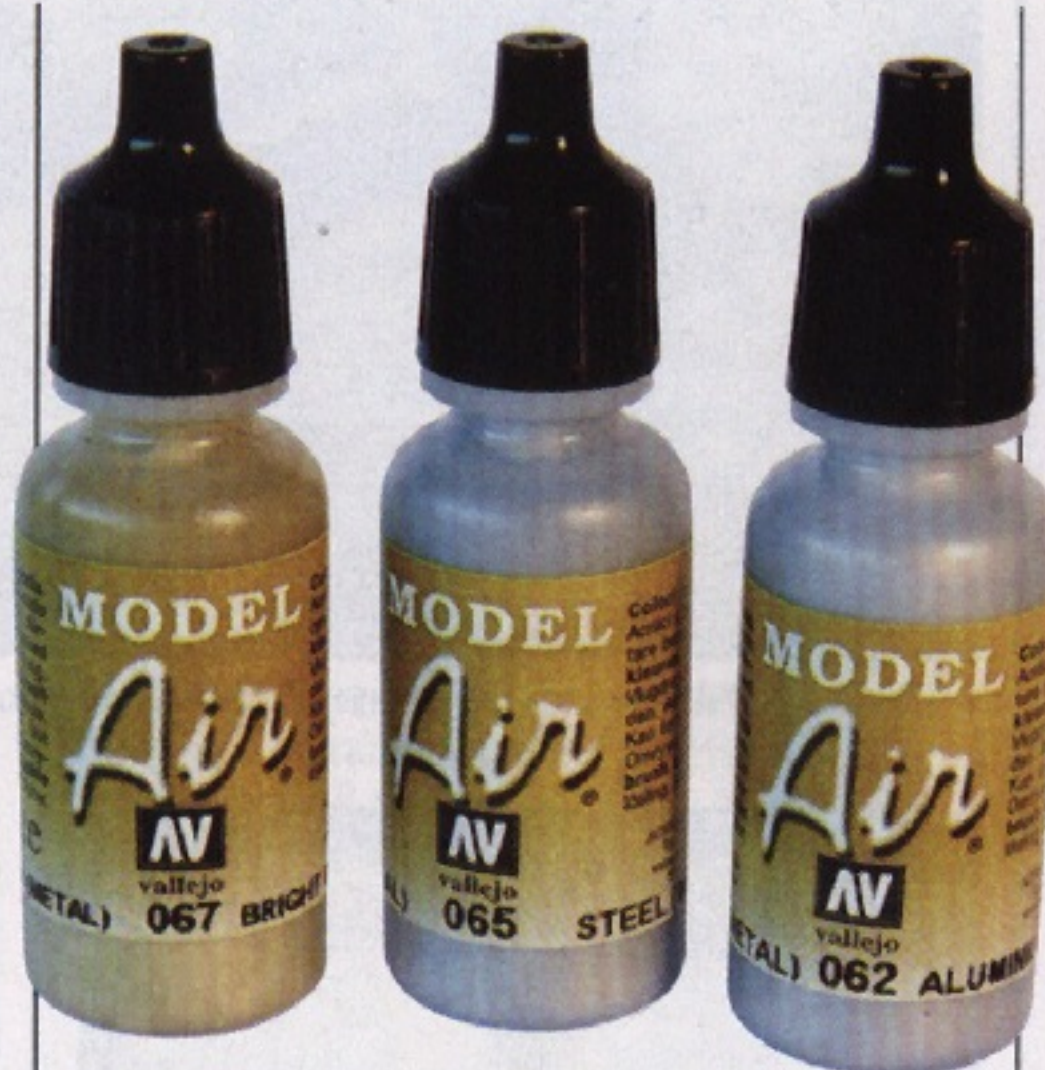
SM.79 Sparviero Interior Set (Italeri) - Pavla

modelling products

Vallejo

Most of you will have heard of this range of paint, as they are well established in the figure and military modelling fields. Their range is quite enormous and there are actually two separate ranges, one for airbrushing and the other for hand-painting. The 'Air' series being the former is specially mixed and formulated for spray application. Each colour comes in a 17ml plastic bottle with an easy-pour neck. These bottles may be more expensive than your average tinlet, but they do offer 4ml more than these tinlets (e.g. Humbrol, Revell, Xtracolor etc) and are less wasteful (because they don't spill or allow paint to dry around the lid and seal it) so are good value for money.

The most recent additions to the range are metallics. Now, most know



that making a truly metallic water-based acrylic is impossible, as the 'metallic' bit is just that, ground metal flakes and these soon react with the water in the paint resulting in green unusable paint! Most manufacturers now produce 'pearlescent' instead of metallic

acrylics, which use ground industrial pearls to get a metallic effect. The latest additions to the Vallejo Air range are as follows.

- 062 - Aluminium
- 065 - Steel
- 067 - Bright Brass

Each colour is very effective, it mixes well and sprays on evenly. Although not to the standard of Alclad II, the effect is very good and as an alternative to true 'metal' paints like Alclad II, you may well like to try these new ones from Vallejo.

Vallejo certainly offer an excellent range of paints that are well worth looking out for. There are a number of UK outlets for this range, so check with your favourite shop for availability and price.

Our thanks to Vallejo for the review samples.

Small Shop

Many of you may recall our review of this 'PE Part Cutting Kit' back in 2002 (see Vol.8 Iss.9), well a revised version has been passed to us for review by Little-cars.com. This set comprises a clear acrylic plate with tubular handle and a set of three 'tiles'. The tiles are also acrylic plastic and you use one to cut the photo-etched fret on (using the plate to hold it down), one to move the cut-out component onto and the third to place the component on once it has been cleaned up and is



ready to use. The handle on the clear 'holding' element has been revised in this set to a tubular one, as previously this was a flat 'flange' tab that was very difficult to hold in certain positions. The revised handle profile is much better, and allows you to hold it at any position.

Price: £9.50



For more information contact Little-cars.com, Union Jacks, Lavendon Road, Olney, Buckinghamshire, MK46 4HH, Tel: 01234 711980 or Email: sales@little-cars.com. For worldwide enquiries contact the manufacturer directly at: The Small Shop, PO Box 2701, Battle Ground, WA 98604, USA. Tel: (360) 686 8587, visit www.thesmallshop.com or Email: smallshop@ipns.com.

Our thanks to Little-cars.com for the review sample.

White Ensign Models

Many of you will know this manufacturer for their range of maritime models, accessories and paints, well now they are venturing into the field of aircraft paints and a batch of their latest releases has been passed directly to us for review.

All of these paints deal with WWII VVS (Russian) aircraft colours and they are enamels. They are supplied in the standard 14ml tinlet (as per Humbrol, Revell, Xtracolor etc) and they are as follows:

WEMCC ACS01 Blue
WEMCC ACS02 AMT-7 Blue
WEMCC ACS03 Green
WEMCC ACS04 AMT Black
WEMCC ACS05 WUP Grey Interior Primer
WEMCC ACS07 ALG-5 Grey Metal Primer
WEMCC ACS08 AMT-4 Olive Green
WEMCC ACS09 AMT-1 (Light) Grey
WEMCC ACS10 AMT-1 (Dark) Grey
WEMCC ACS11 AMT-11 Blue/Grey
WEMCC ACS12 AMT-12 Dark Grey
WEMCC ACS13 Tractor Green
WEMCC ACS14 AE-9 Grey
WEMCC ACS15 (Light) Brown
WEMCC ACS16 (Dark) Brown

substitute). I have never thinned them with any other forms of 'enamel thinners', so cannot comment on their suitability. They can also be applied by brush as well, and coverage is excellent. They dry in 12-24 hours and have a slight sheen, which is resilient and hard wearing. I have applied Johnsons Klear over the top with

no adverse effects, but make sure you allow them at least a couple of days to fully cure before doing this.

Overall these are great paints. I know enamel is not in vogue of late, but having used some of the others in their range I can assure you they are certainly worth giving serious consideration. It is good to see Russian colours like these readily available here in the UK, as the only other authentic enamel range of these colours, produced by

Floquil/Model Master, are not readily available outside of the USA.

Our thanks to White Ensign for the review samples.



I have used White Ensign maritime paints in the past and can vouch for their quality. They spray easily and mix well with a good quality thinner (white spirit, not a

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Pfalz D.XII "Late version"
1/48



H-75A-3 Hawk "European War"
1/72



Junkers W-34 Hau "Bramo motor"
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Polikarpov I-15 "Guerra civil en Espana"
1/72

Azur

SH 72053 H-75A-3 Hawk "European War" 1/72
SH 72061 Junkers W-34 Hau "Bramo motor" 1/72
SH 48024 Pfalz D.XII "Late version" 1/48
A044 Polikarpov I-15 "Guerra civil en Espana" 1/72

more info: www.mpm.cz

U.K. source: HANNANT'S - sales@hannants.co.uk
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Eagle Strike

The latest batch of new releases from this American firm has made its way directly to us this month for review.

1/48th Scale

48092 - Birds of Prey, Warhawks & Kittyhawks Part I

- P-40N, s/No. 43-23194 of the 7th FS, 49th FG based on the Middleburg Islands, New Guinea in 1944.
- P-40F-1, S/No. 41-13970, 'Count Pisto' of the 66th FS, 57th FG based at Gambut. Libya in November 1942.
- P-40N of the 89th FS, 80th FG based in India in 1944.
- P-40N-25 flown by Lt Joel B. Paris of the 7th FS.

Price: £8.00

48149 - Last Wild Weasel Phantoms

- F-4G, S/No. 69-7557 of the 190th FS, 124FW.
- F-4G, s/No. 69-7232 of the 561st FS, 57th FW.
- F-4G, S/No. 69-7295 of the 561st FS, 57th FW in a special scheme applied to mark the 33rd year of F-4 service

in the USAF.

48150 - Best Sellers, Vietnam Warriors Part I

- F-4E-35-MC, S/No. 67-308 'Betty Lou' of the 469th TFS flown by Col. A.K. McDonald and 1st Lt Jack Fisher.
- F-105D, S/No. 59-1731, 'The Frito Bandito', flown by Maj. Jose Olvera of the 355th TFW based at Takhli in 1970.
- A-1H, S/No. 34609, 'The Good Buddha' of the 1st Special Operations Squadron, 56th Special Operations Wing, based at Nakhon in 1968.
- F-105G-1, S/No. 63-8311, 'SAM Fighter', flown by Maj. Bill Scott and Capt. Cliff Gollino of the 354th TFS, 355th TFW based at Takhli in 1970.

Price: £7.95

48152 - Israeli Barak Part I

- F-16C, '313'.
- F-16D, '050'.
- F-16C, '502'.
- F-16C, '534'.
- F-16C, '020'.



48092 Birds of Prey, Warhawks & Kittyhawks Part I - Eagle Strike

Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), Media House, 21 Kingsway, Bedford, MK41 6DW



48149 Last Wild Weasel Phantoms - Eagle Strike

- F-16D, '083'.
- Option four has the scorpion logo on the tail, option five has the dayglo stripes on the tail and option six has the eagle logo on the tail.

Price: £8.75

IP4812 - Blue Nose Birds of Bodney Part 6 of 6

- P-51B-10, S/No. 43-6934, 'Dallas Darling', flown by Capt. Henry White of the 328th FS.

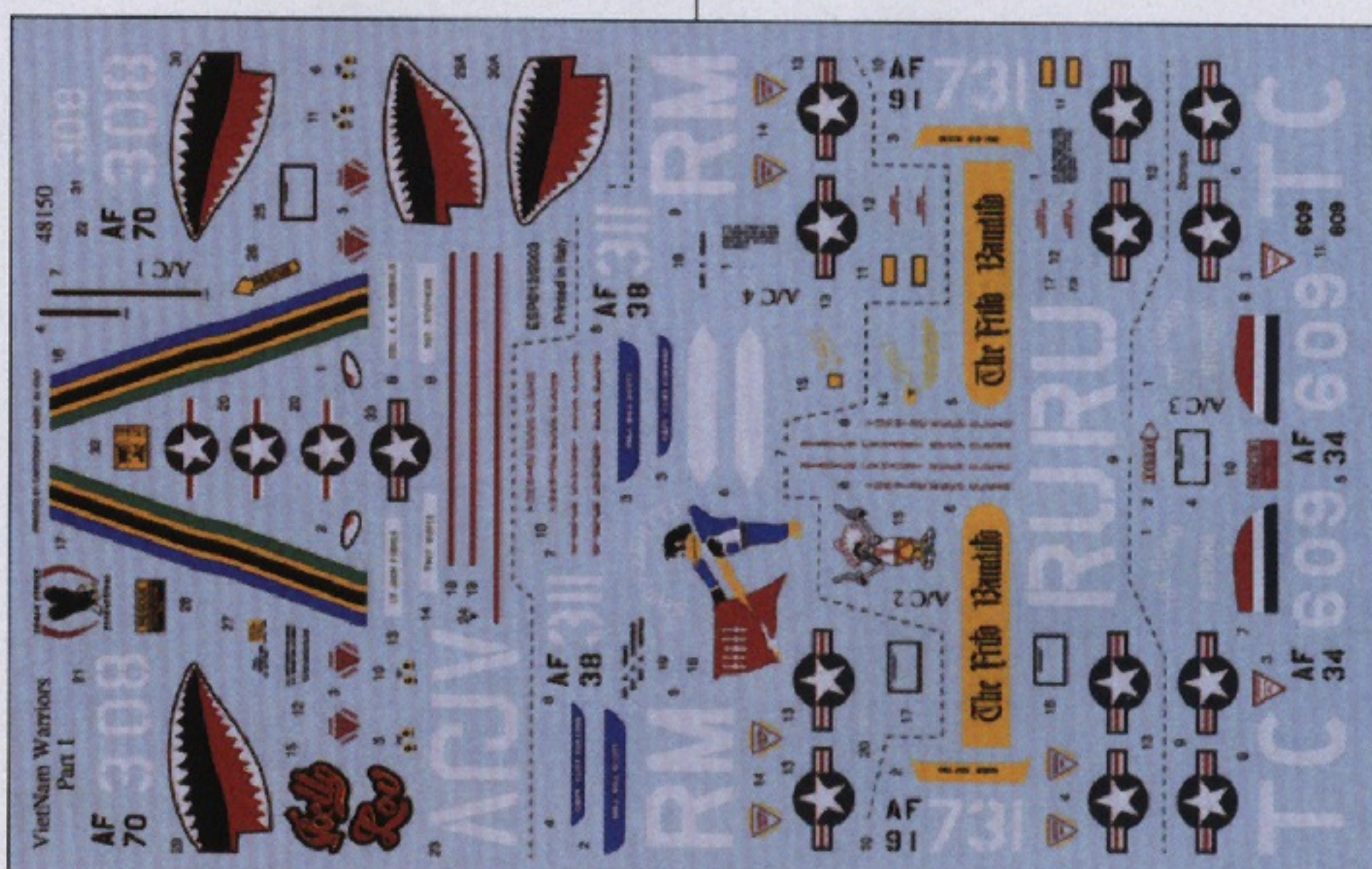
- P-51B-10, S/No. 42-106483, 'Miss Lace', flown by Lt. Donald McKibben of the 486th FS.
- P-51K-5, S/No. 44-11626, 'It's Supermouse', flown by Lt. Robert W. Dodd of the 486th FS.

Price: £8.50

1/32nd Scale

32058 - Too Little, Too Late... Bf 109K-4 Part 2

- W/Nr. 332529, Black 4' of JG52 in



48150 Best Sellers, Vietnam Warriors Part I - Eagle Strike



48152 Israeli Barak Part I - Eagle Strike

Germany in May 1945.

- 'Yellow 8' of III./JG3, Germany, March 1945.
- W/Nr. 334186, '186' based at Melnik in March 1945.
- <1 of III./JG53 based at Kaufberen in April 1945.
- < of III./JG27 based in Germany in April 1945.

Price: £7.95

32059 - Battle of Britain Luftwaffe Aces Part I

- Bf 109E-1, 'Yellow 8' flown by Rudolph Rothenfelder of 9./JG2.
- Bf 109E-3 flown by Oblt. Werner Pichon-Kalau von Hofe the Technical Officer of III./JG51.
- Bf 109E-4, 'Yellow 2' flown by Oblt. Helmut Wick the Staffelpitän of 3./JG2.

Price: £7.95

1/24th Scale

24004 - Gustavs Part I

- Bf 109G-6, 'white 5' of 7./JG1 based at Leewarden, Holland in late 1943-early 1944.
- Bf 109G-6, 'Yellow 6' flown by Alfred Surav of 9./JG3 based at Bad Wrishofen in late 1943.
- Bf 109G-6 flown by Hptm. Ludwig Franzisket of 1./JG27.

Price: £9.50

24005 - Gustavs Part II

- Bf 109G-6/R6, Yellow 11', flown by Lt Einz Ewald of 6./JG52 based in Rumania in June 1944.

- Bf 109G-6/R6, 'Yellow 1', flown by Hptm. Alfred Hammer of 6./JG53 based at Cancelli, Italy in August 1943.
- Bf 109G-6, 'Yellow 1', flown by Oblt Wilhelm Schilling of 9./JG54 based at Ludwigslust, Germany in February 1944.

Price: £9.50

24006 - Gustavs Part III

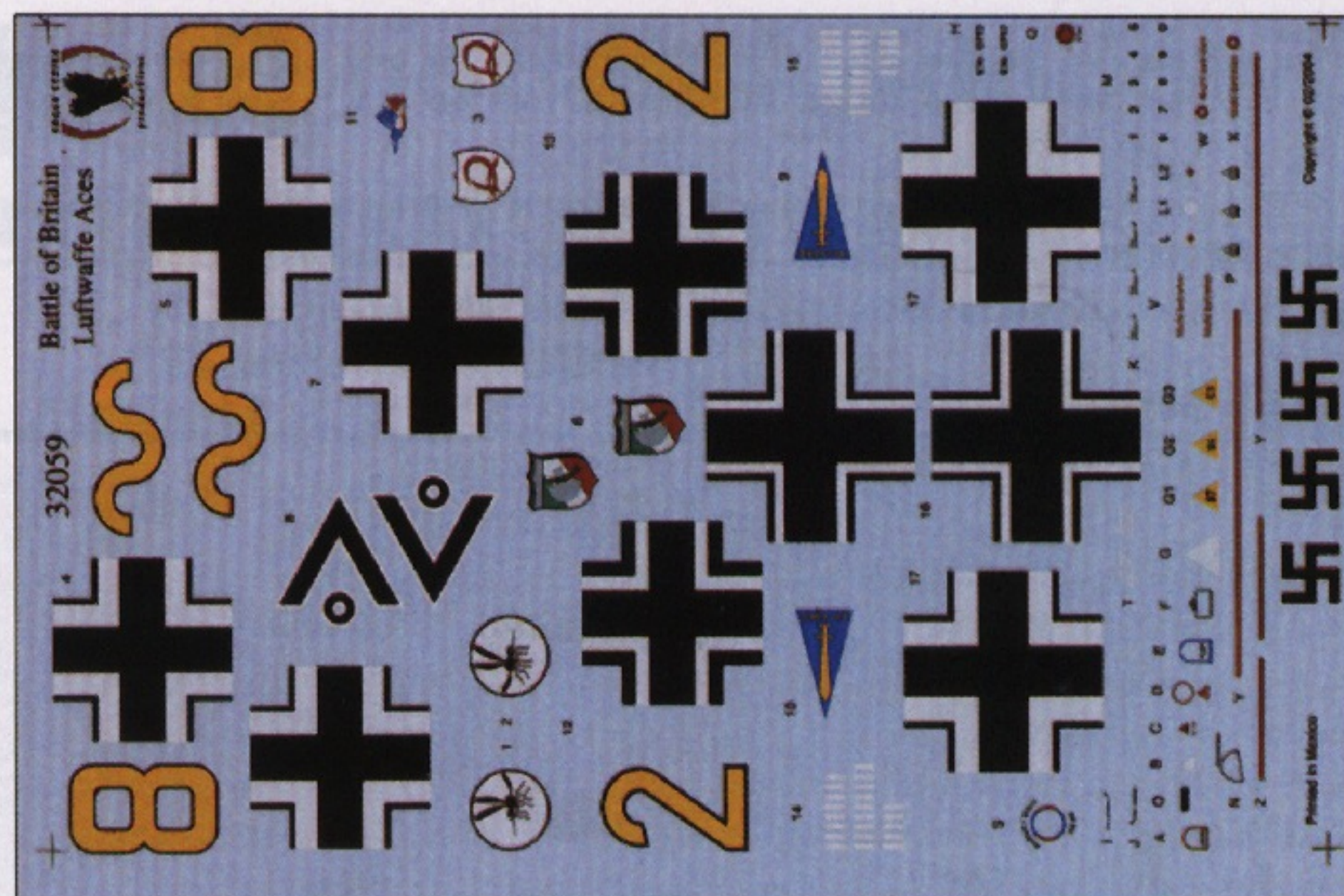
- Bf 109G-6/Trop, 'White 9', flown by Uffz. Gerog Amon of 7./JG53.
- Bf 109G-14/AAS, 'Black 10', flown by Lt Helmut Neumann of 14./JG52 based in Norway in April 1945.
- Bf 109G-6, flown by Hptm. Anton Hackl of III./JG11 in Germany in early 1944.

Price: £9.50

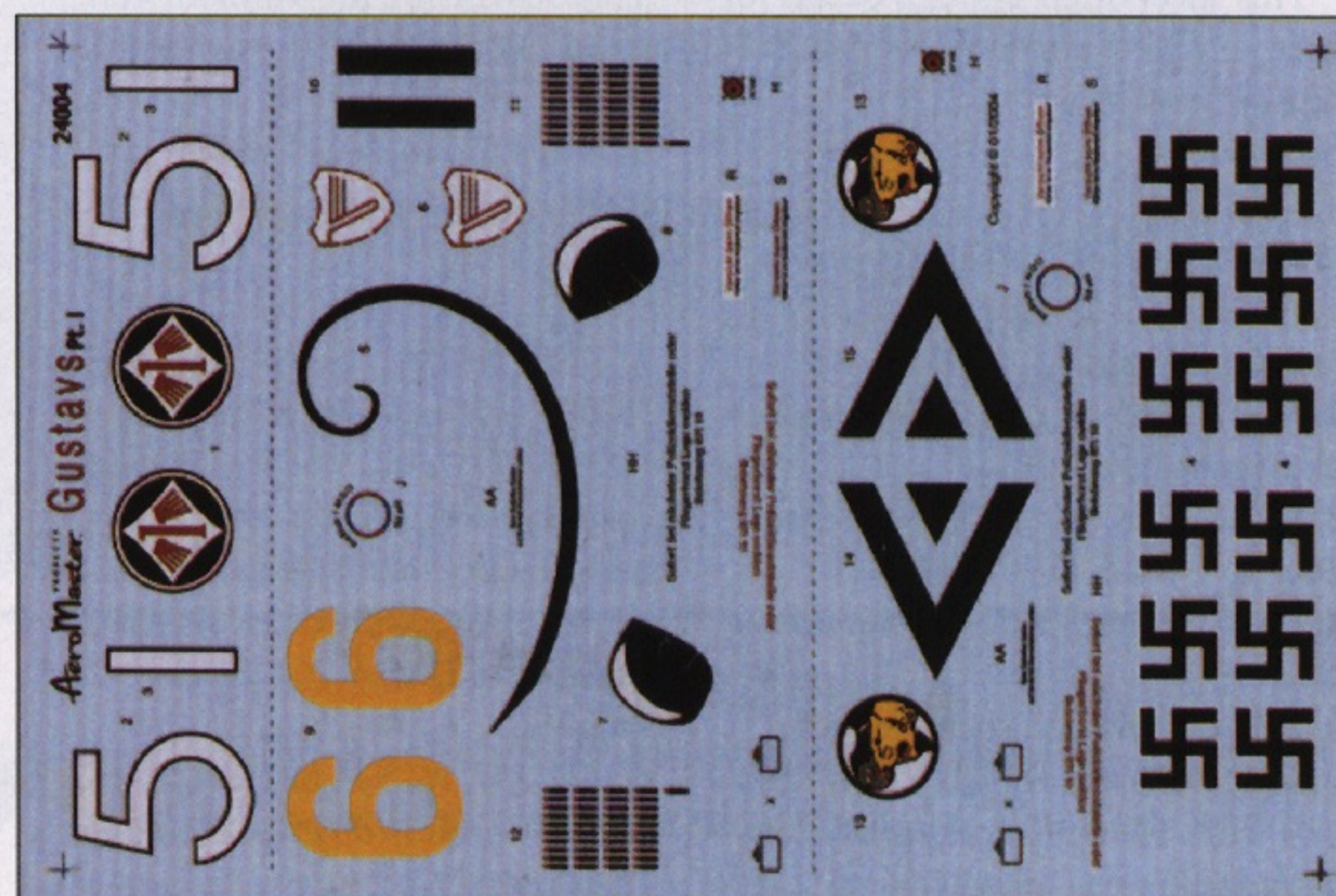
Conclusion

Each of these sheets is well printed with perfect register and colour density. The instructions are in full colour and cite various published reference sources etc as well as colour information. Note that with the 1/24th scale sheets, Eagle Strike have only included one set of national insignia and stencils, purely due to the large size of these images in 1/24th scale.

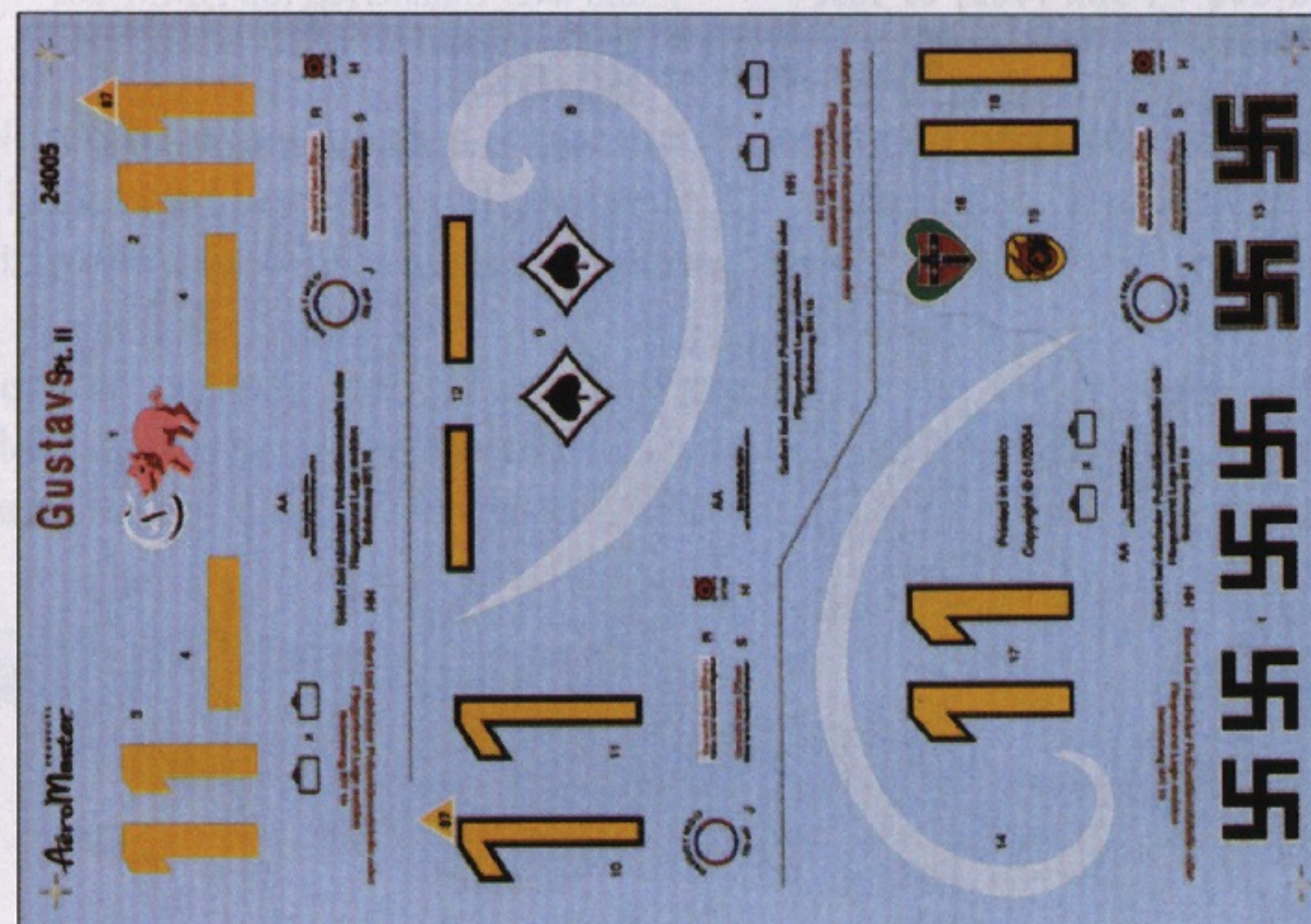
Our thanks to Eagle Strike for the review samples. Their products are distributed in the UK by Hannants. Contact Eagle Strike direct for details of your own country's distributor if outside the UK.



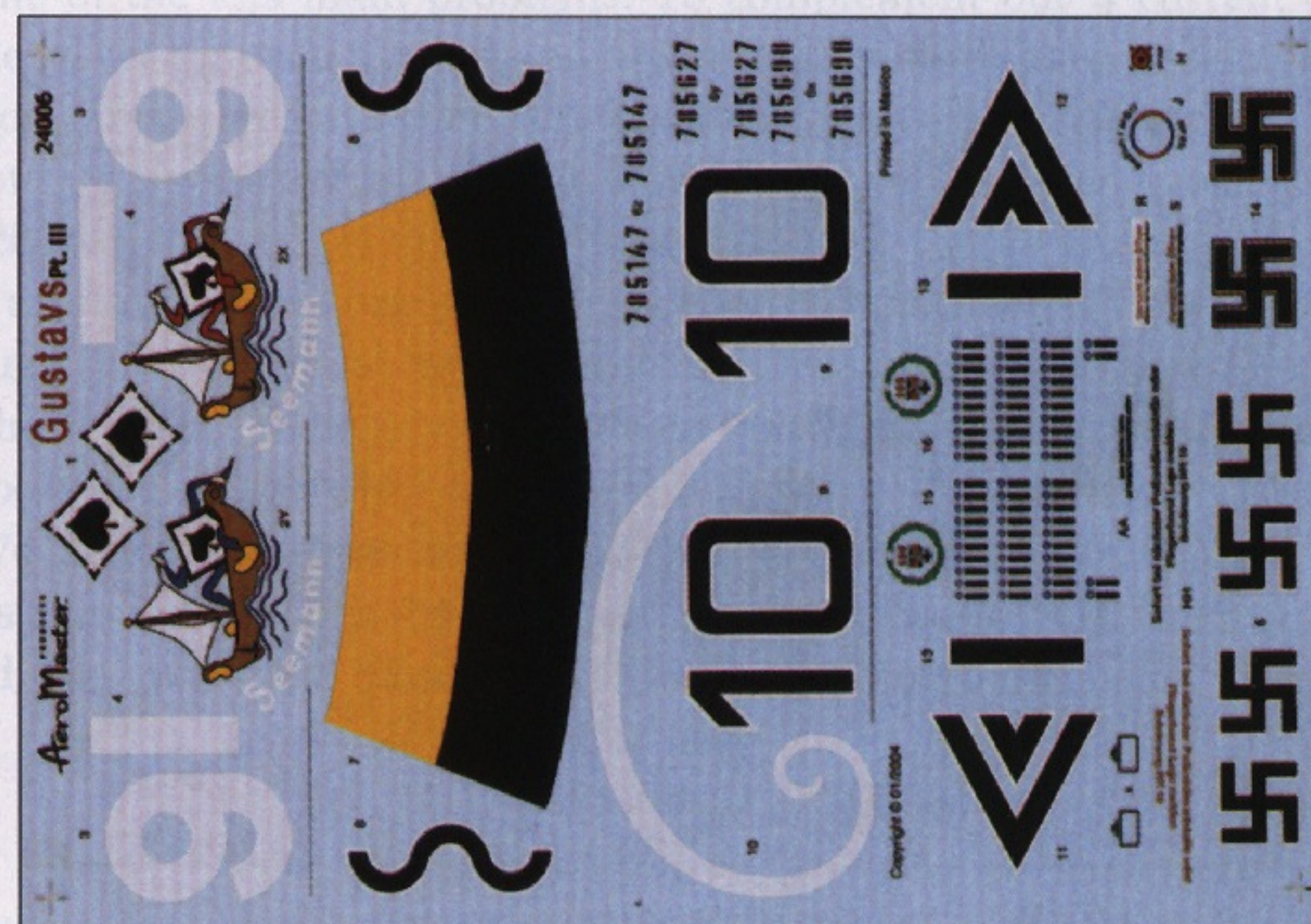
32059 Battle of Britain Luftwaffe Aces Part I - Eagle Strike



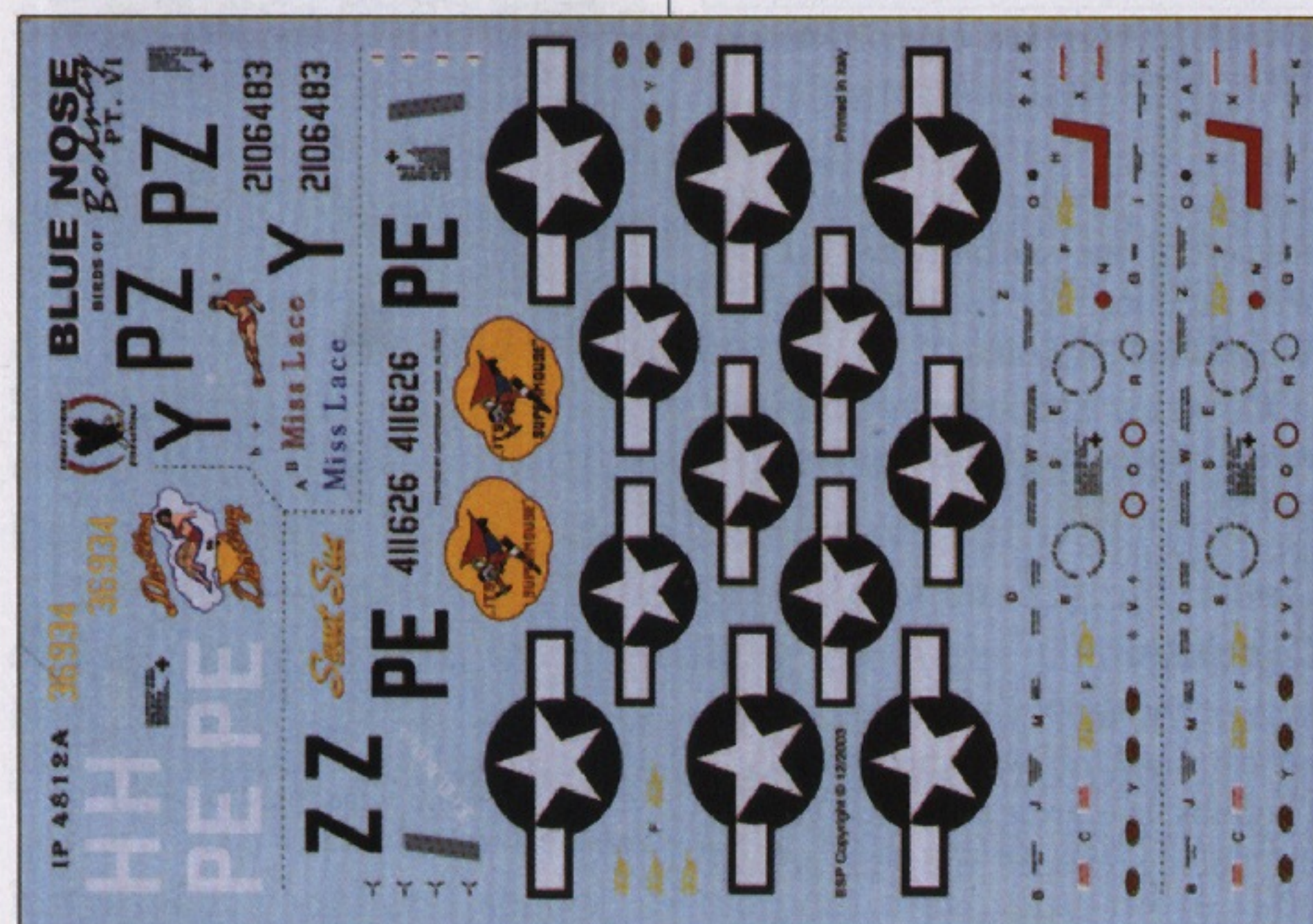
24004 Gustavs Part I - Eagle Strike



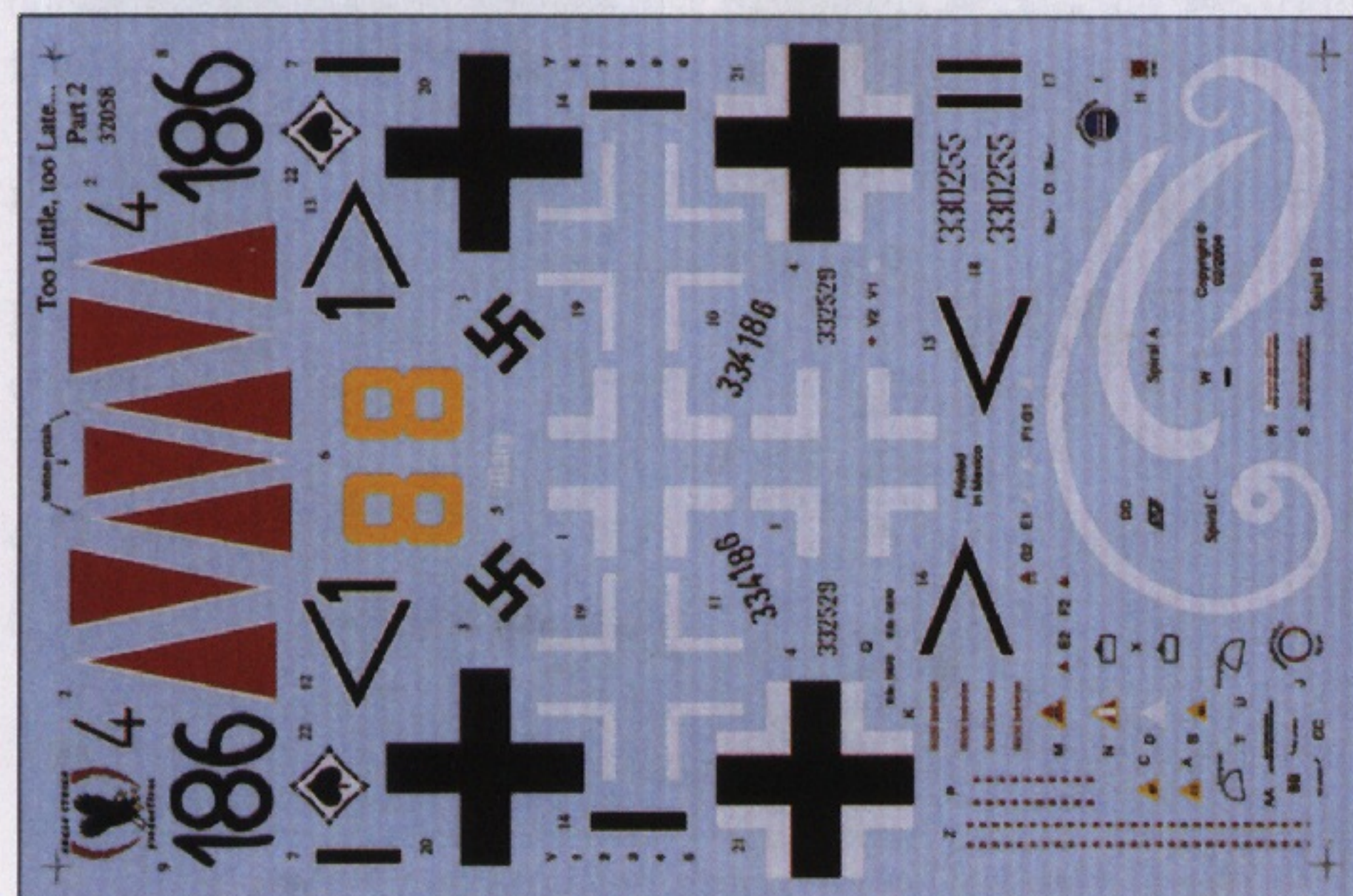
24005 Gustavs Part II - Eagle Strike



24006 Gustavs Part III - Eagle Strike



IP4812 Blue Nose Birds of Bodney Part 6 of 6 - Eagle Strike



32058 Too Little, Too Late... Bf 109K Part II - Eagle Strike

Twobobs Aviation Graphics

The latest batch of new sheets from the Bobs in the USA has made its way directly to us for review.

1/48th Scale

48-018 - A-4E Top Gun Tinker Toys!

- 1. A-4E, BuNo.151059 of VA-126.
- 2. A-4E, BuNo.152067 of VF-45.
- 3. A-4E, BuNo.151095 'Jester' from the movie 'Top Gun'.
- 4. A-4E, BuNo.149656 of the NFWS.

Note that this is a reissued sheet and it is also available in 1/32nd scale as 32-010.

This sheet offers enough decals for three complete airframes from the four options above.

Price: £9.50

48-047 - Saab AJ/JA-37 Viggen

- 1. AJ-37, 'Red 34' from F6 squadron, Vastgota Flygflottilj, 1993.
- 2. JA-37, 'Red 47' of F17 Squadron, 1 Jaktflygdivision, 1992.
- 3. AJ-37, 'Red 39' of F13 Squadron, 1993
- 4. JA-37, 'Black 32' of F13 Squadron, 1993.

This is a reissued sheet and all these options are available in 1/72nd scale from Flying Colors Aerodecals.

Price: \$9.50

48-066 - T-38A Press to Test Talons

- T-38A, S/No. 68-8158, of the US Navy Test Pilot School (USNTPS),

Patuxent River in a 50th Anniversary scheme applied in 1995.

- T-38A, S/No. 61-4856, of the USNTPS, Patuxent River, 2003.
- T-38A, S/No. 68-154, Edwards AFB, August 2003.

Price: \$9.50

48-067 - F-111A Combat Lancer

- F-111A, S/No. 66-0016
- F-111A, S/No. 66-0018
- F-111A, S/No. 66-0022

All three of these machines were deployed to Takhli Royal Thai Air Base to undertake Combat Lancer missions during the Vietnam War. Serial number 660022 was the first aircraft lost on these missions, and its crash site was not located until 1989.

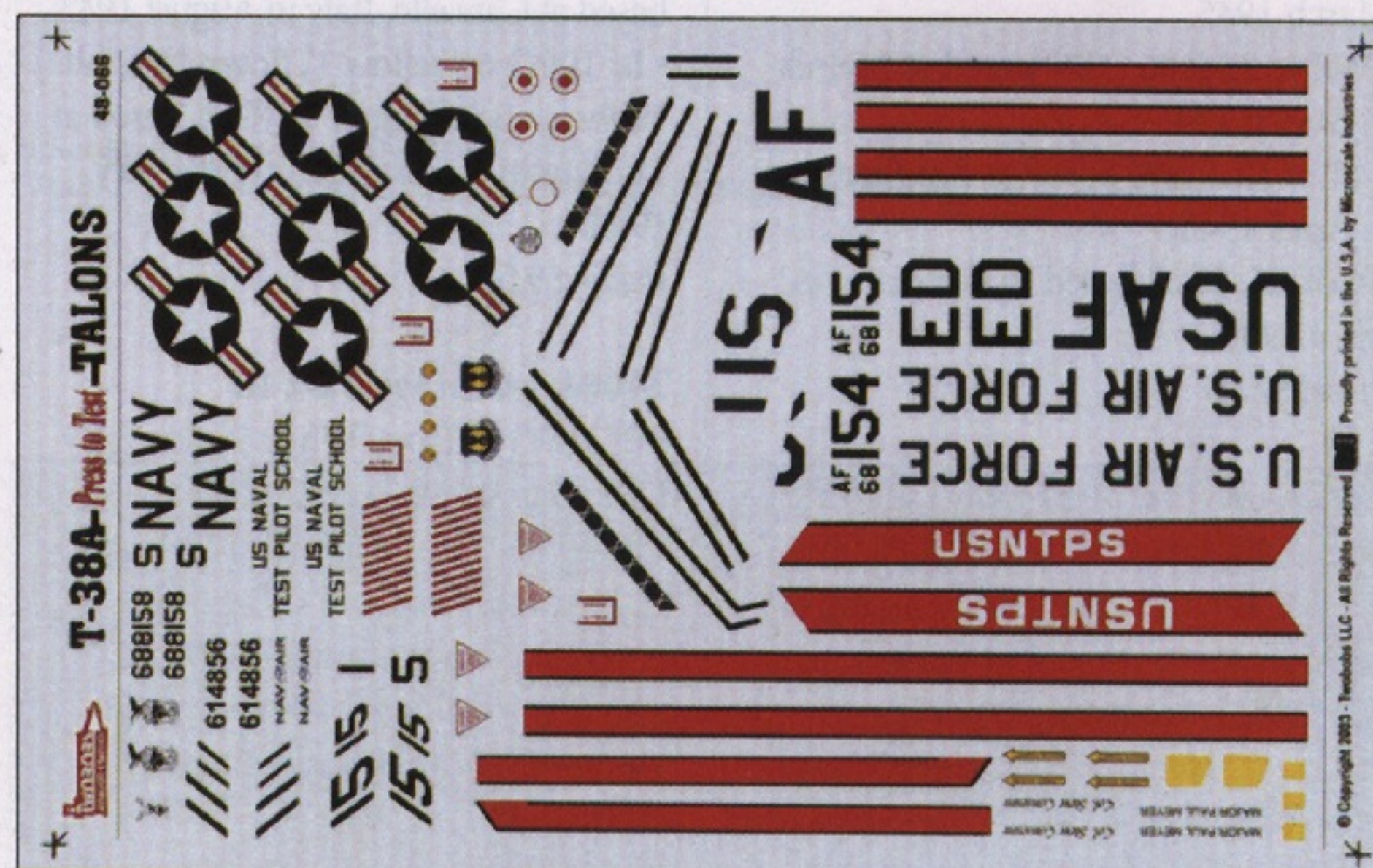
Price: \$9.50

1/35th Scale

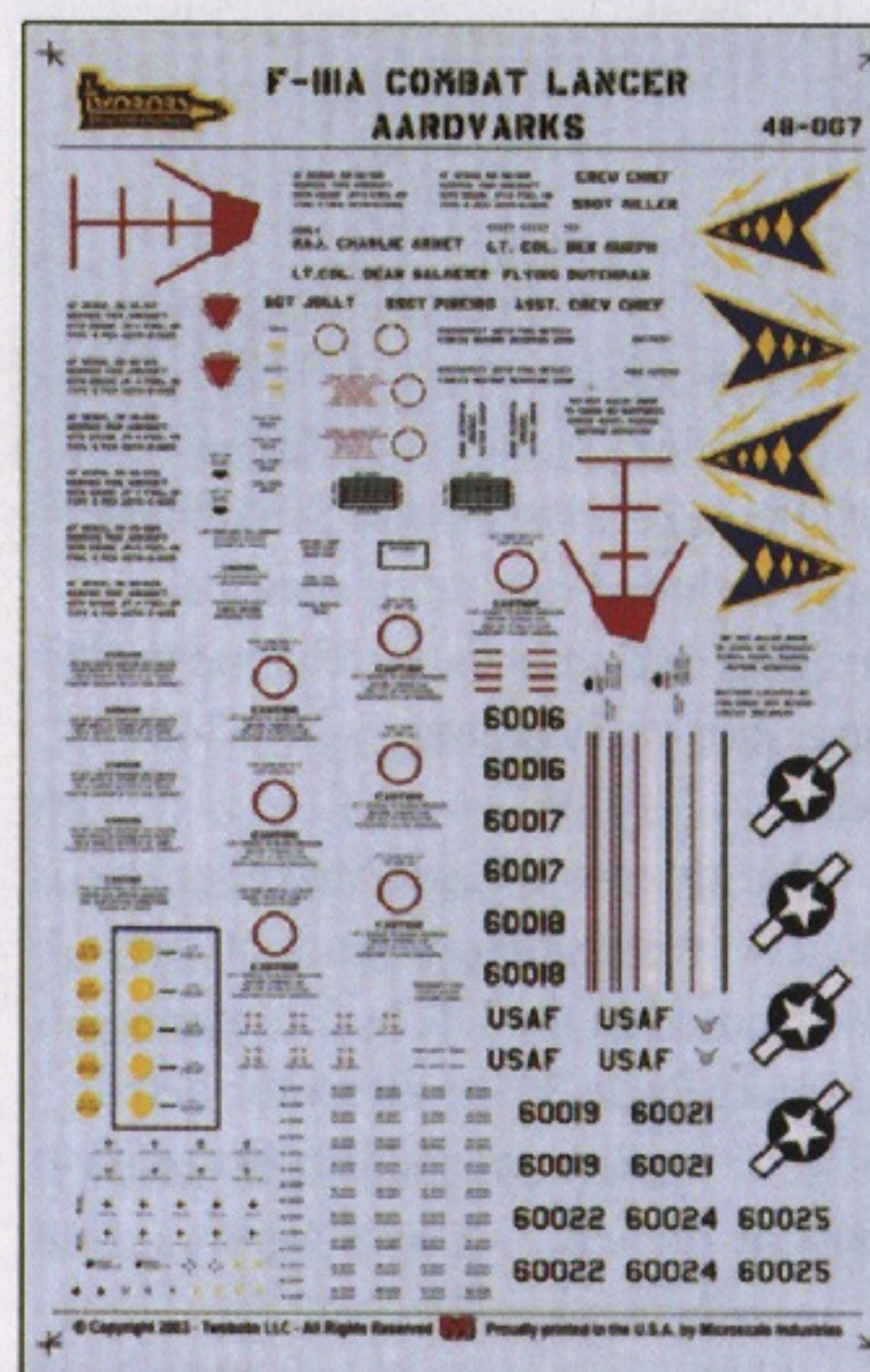
35-001 - Whiskeys in the Mix

- 1. AH-1W, 160815 of HML/A-269 based at MAC New River, Jacksonville, North Carolina.
- 2. AH-1W, 160804 of HML/A-167 attached to HMM-264 'Black Knights'.
- 3. AH-1W, 162545 of HML/A-167 during Combined Arms Exercise at 29 Palms (CA).
- 4. AH-1W, 165317 of HML/A-167 and later transferred top HMM-261 'Raging Bulls' for MEU(SOC) deployment.

Note that this sheet includes a



48-066 T-38A Press to Test Talons - Twobobs Aviation Graphics

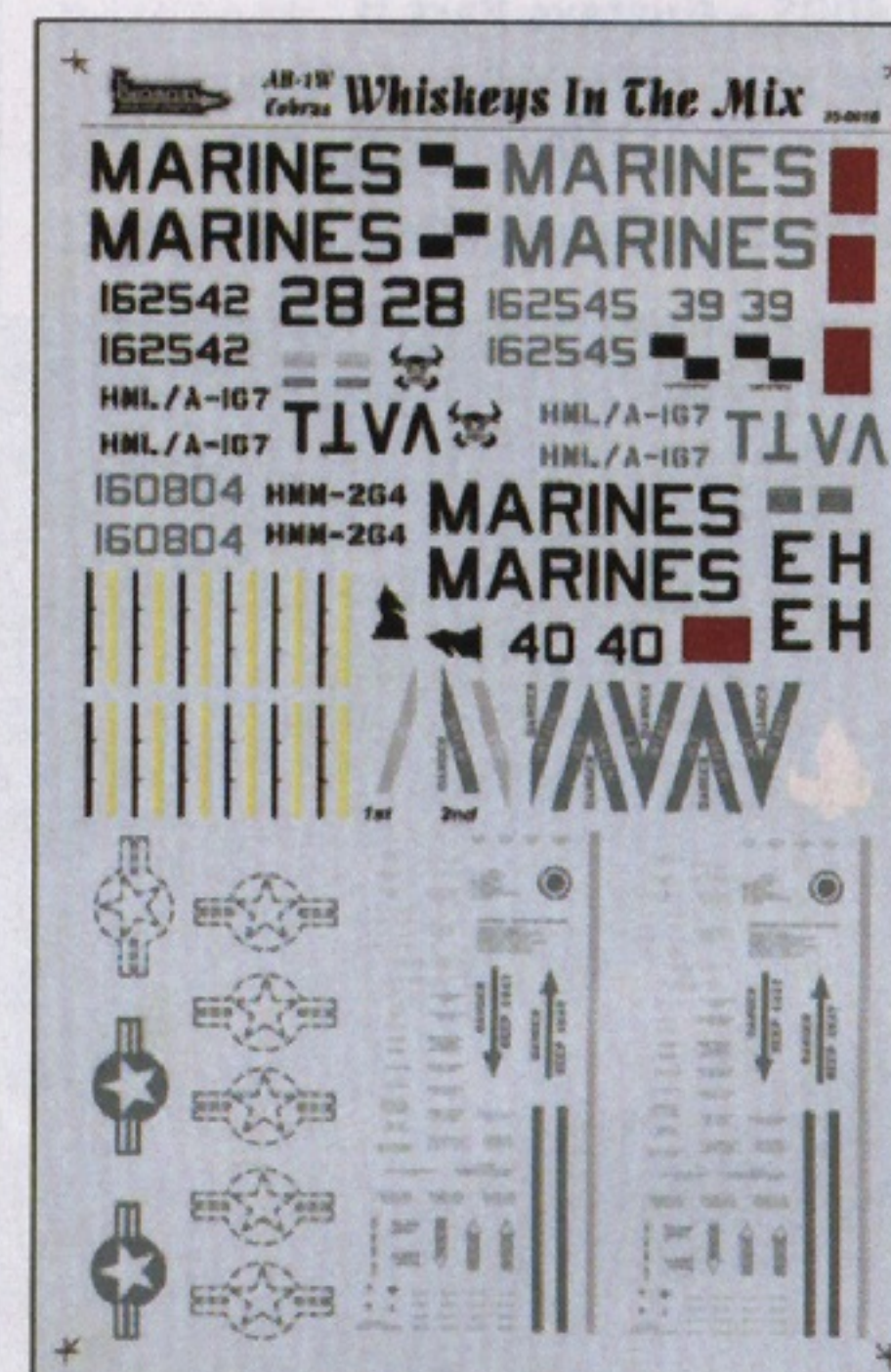


48-067 F-111A Combat Lancer - Twobobs Aviation Graphics

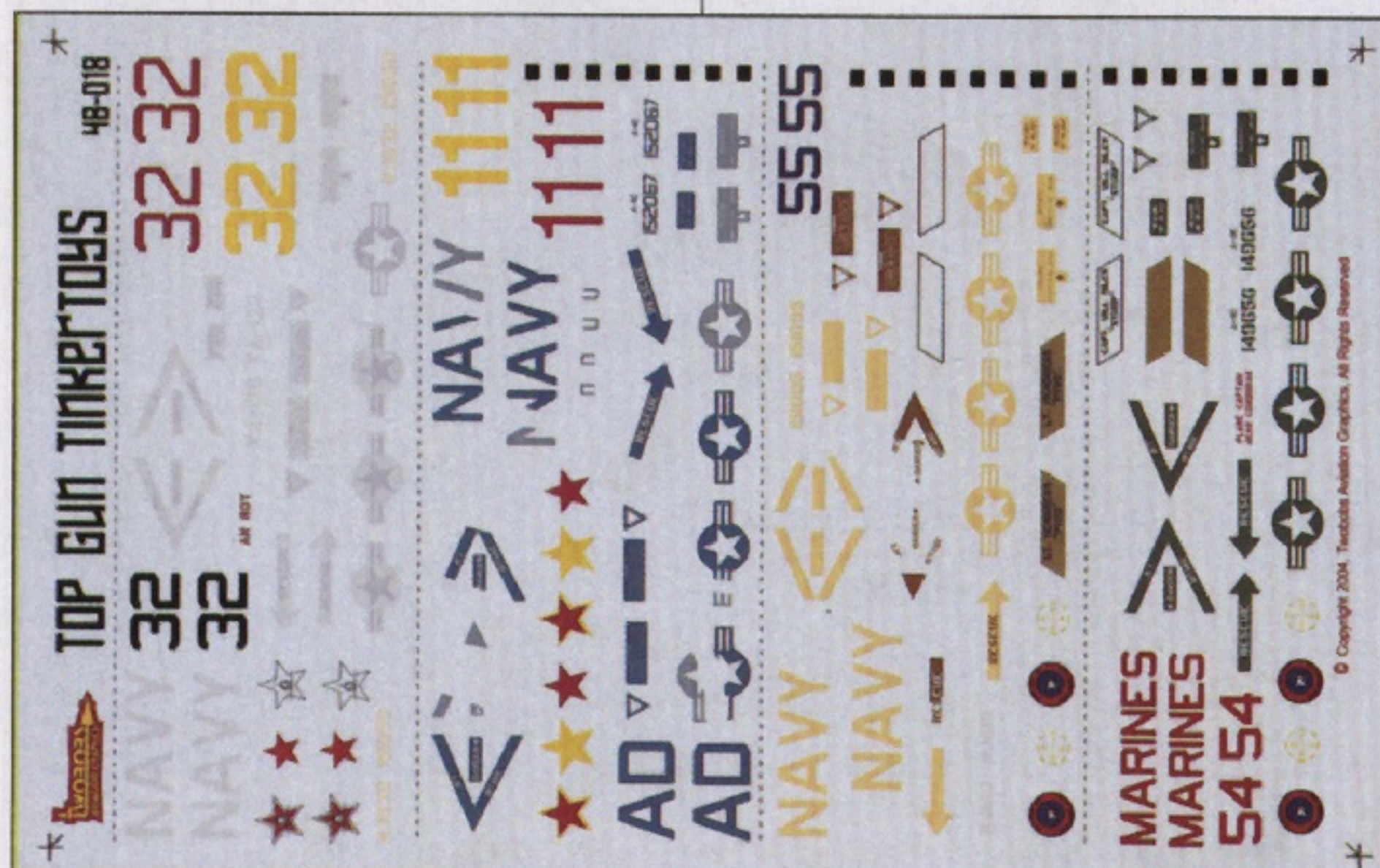
tastes modellers have, as the Viggen is a great aircraft.

Please note that for customers in the USA, Twobobs products are only available directly from them (visit www.twobobs.net for more information). Non-US customers are unaffected by this, with the range still being available from specific outlets. UK modellers can obtain the Twobobs range from Hannants.

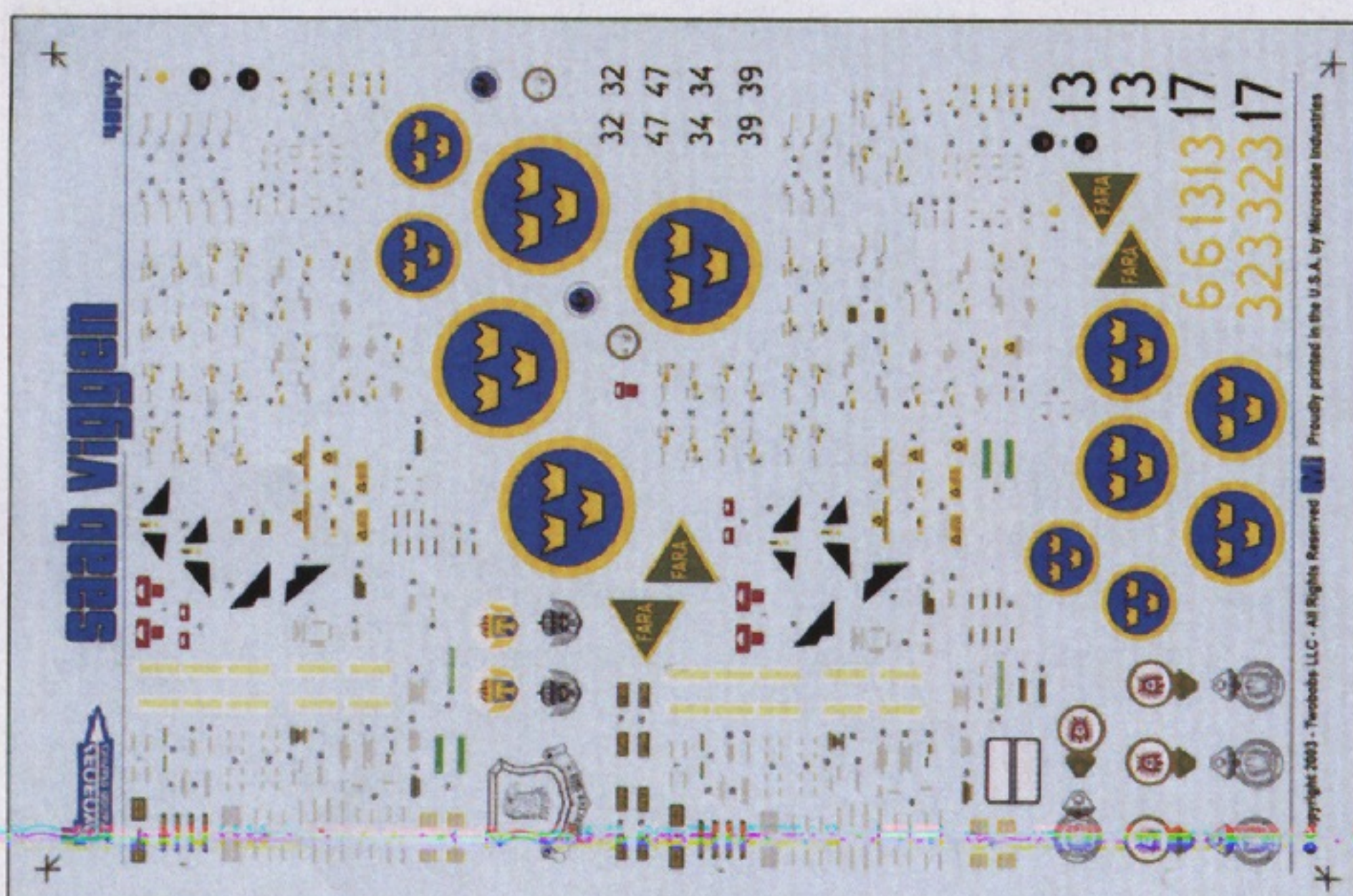
Our thanks to Twobobs Aviation Graphics for the review samples.



35-001 Whiskeys in the Mix - Twobobs Aviation Graphics



48-018 A-4E Top Gun Tinker Toys! - Twobobs Aviation Graphics



48-047 Saab AJ/JA-37 Viggen - Twobobs Aviation Graphics



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| 48153 | Best Sellers, Israeli Baraks (F-16's) Pt II | 48-660 | The Wolf Pack, the 56 FG Pt. IV |
| IP4811 | Blue Nose Birds of Bodney (P51's) Pt. V | 48-663 | Early Hurricane Aces of the B. E. Pt. I |
| 32053 | Sturmvogel Pt. I (Me 262) | 48-664 | Early Hurricane Aces of the B. E. Pt. II |
| 32054 | Sturmvogel Pt. II (Me 262) | 48-665 | Early Hurricane Aces of the B. E. Pt. III |
| 32055 | Komet Pt. I (Me-163) | 48-666 | Aussies Mk. V Spitfires Pt. I |
| 32056 | Komet Pt. II (Me-163) | 48-667 | Aussies Mk. V Spitfires Pt. II |
| 48-657 | Yellow Nose Mustangs of the 361st FG. Pt. III | 72-207 | 361st Yellow Nose Mustangs Pt. I |
| 48-661 | Luftwaffe Medium Bombers Pt. III Ju 188/Do217 | 72-208 | 361st Yellow Nose Mustangs Pt. II |
| 48-662 | Luftwaffe Medium Bombers Pt. IV Ju 188/Do217 | 72-209 | 361st Yellow Nose Mustangs Pt. III |
| 72-205 | Too Little, Too Late FW190-D9 Pt. III | 48145 | Barbarossa Pt. III |
| 48138 | US Insignia 1943-1947 | 48146 | Barbarossa Pt. IV |

coming really soon... 1/32 Rammjagers!!!



DEAR FRIENDS:

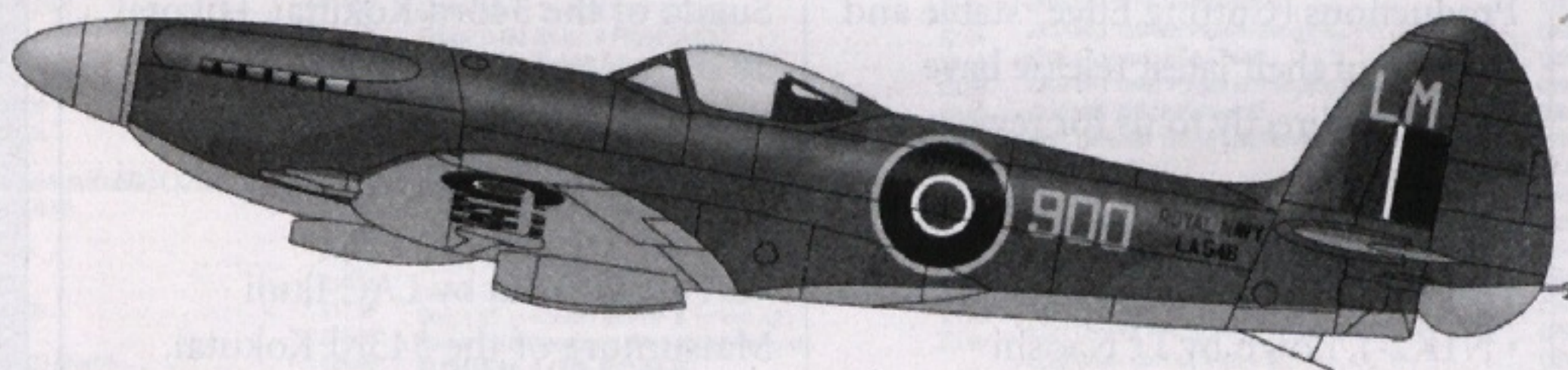
Finally, it seems our computer problems are corrected and we will be able to maintain our schedule. The Fury and Seafire are at your favorite hobby shop or directly from us through our WebSite at **www.aeromaster.com**

Please visit us!!

Lots is happening in AMD/ESP. Last month we introduced at Nuremberg (see photos of our stand on our WebSite) our next three kits. Yes, 3 kits. They are the Kit 004 FJ-4B Fury with Bull Pup Missiles and beautiful new decals. Kit 006 F3H-2M Demon with very colorful markings for VF-122 and VF-124. Last but not least is the Kit 005 Supermarine Seafire MK46/47 with complete Griffon engine, cockpit interior and wing fold. All these kits to 1/48 scale.

The resin is beautifully crafted by Aires, to their usual wonderfully delicate standards. (Wait until you see the Demon exhaust nozzle!). Our decals add the final touch to these 3 beautiful models, and what a job Cartograf and MQM did for us. The Seafire is based on the Airfix Seafire 46/47 kit. However, these three kits are not ready for delivery as yet, and you may have to wait a couple of weeks. But I believe you will agree that the wait was worth it. Please be patient. We will advise you very soon of availability.

Also available now are numbers 3 and 4 of our 1/32nd scale cockpit sets by CMK. We are talking about the GPP 32003 P-51D Mustang and GPP 32004 BF-109E Emil. Photos are available on our WebSite at **www.aeromaster.com**



They both include all the necessary resin parts, photo etch instrument panel and acetate instrument dials, plus more. The BF-109E has a beautiful Falcon Canopy (one all closed and another one open) with the front windshield/cowling panel correcting one of the kits main problems. To complement our 4 current 1/32 cockpit sets as promised, we just released a P-51D and BF-109E decal set for each aircraft and next month we will have 2 sheets each for the Me-262 and Me-163, plus another one for the Emil. Well, you can see we have been very busy and enjoyed every bit of it.

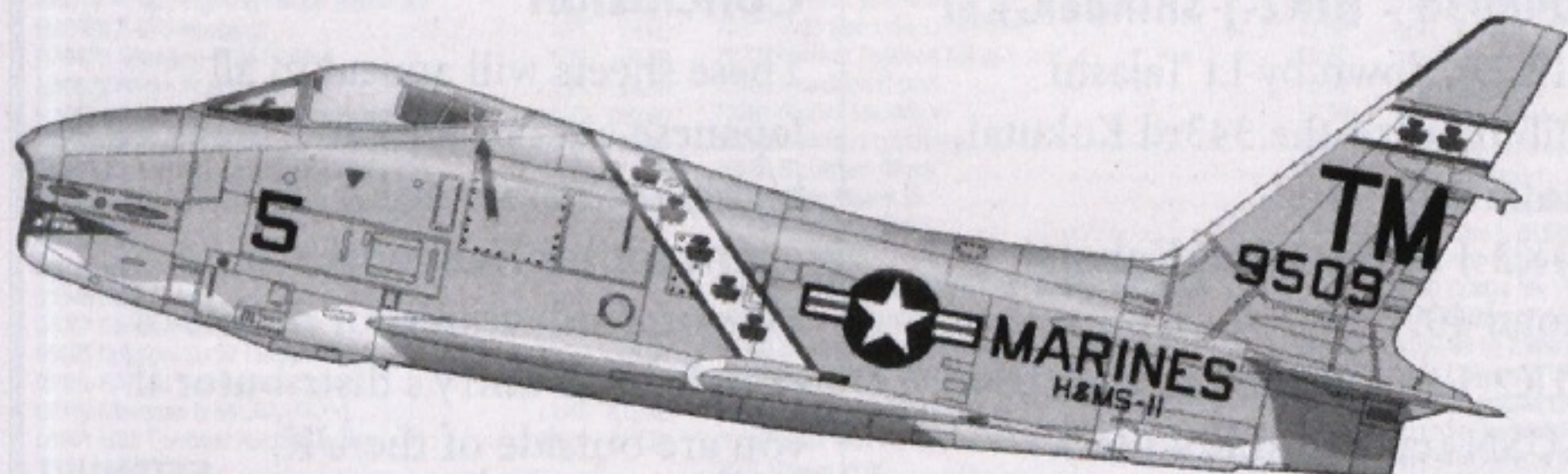
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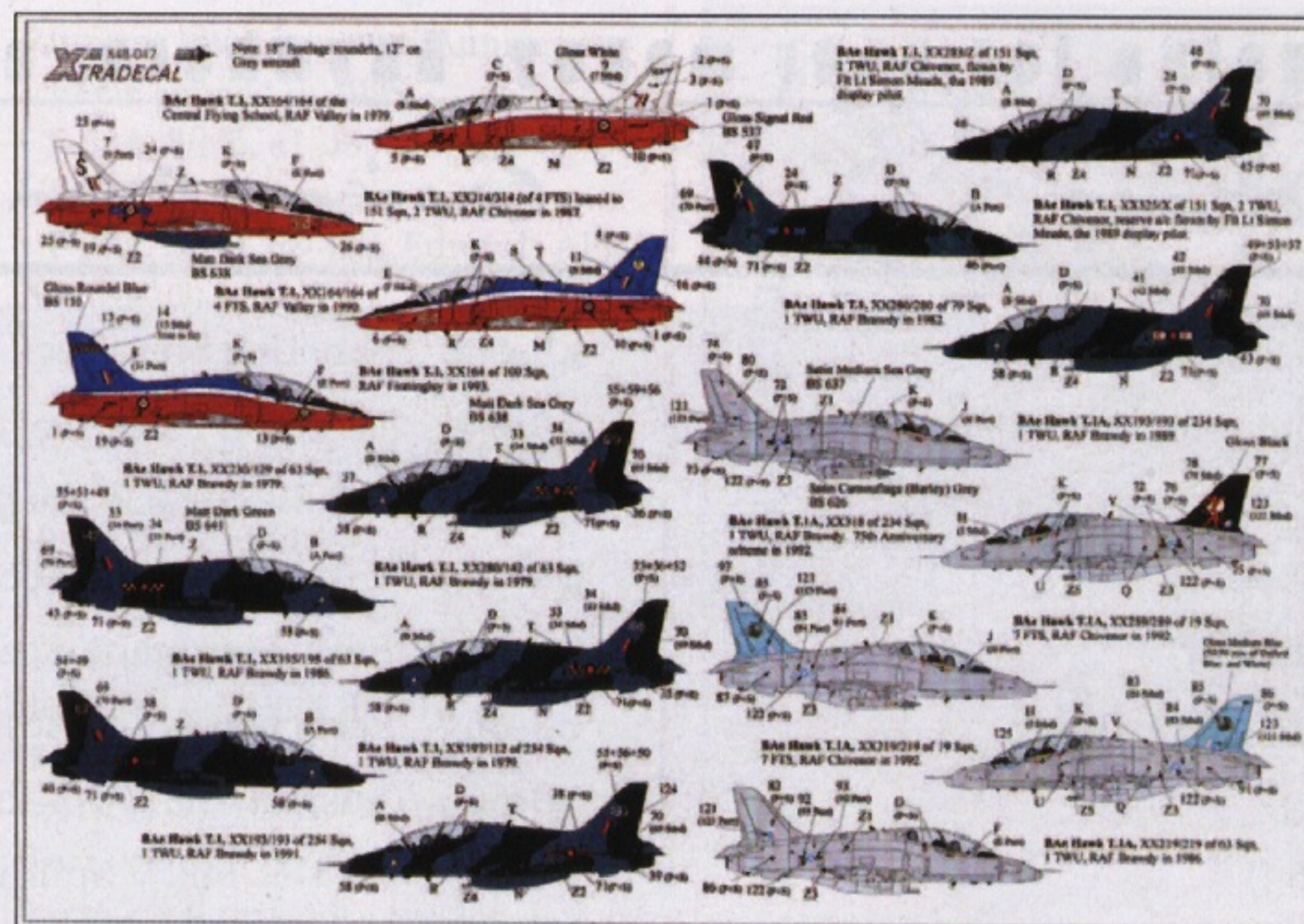
Xtradecals

This month sees a new sheet in this range, a sample of which has been passed to us for review by their manufacturer.

1/48th Scale

X48-047 - BAe Hawk

- T Mk 1, XX164, Central Flying School, RAF Valley, 1979
- T Mk 1, XX314, 'S' loaned to No.151 Sqn, 2 TWU, RAF Chivenor, 1987
- T Mk 1, XX164, No.4 FTS, RAF Valley, 1990.
- T Mk 1, XX230, '129' of No.63 Sqn, 1 TWU, RAF Brawdy, 1979.
- T Mk 1, XX280, '142' of No.63 Sqn, 1 TWU, RAF Brawdy, 1979
- T Mk 1, XX195 of No.63 Sqn, 1 TWU, RAF Brawdy, 1986.
- T Mk 1, XX197, '112' of No.234 Sqn, 1 TWU, RAF Brawdy, 1979.
- T Mk 1, XX193 of No.234 Sqn, 1 TWU, RAF Brawdy, 1991.
- T Mk 1, XX283, 'Z' of No.151 Sqn, 2 TWU, RAF Chivenor and flown by Flt Lt Simon Meade as the 1989 display pilot.
- T Mk 1, XX325, 'X' of No.151 Sqn, 2 TWU, RAF Chivenor acting as reserve aircraft to above option in 1989 season.
- T Mk 1, XX280 of No.79 Sqn, 1 TWU, RAF Brawdy, 1982.
- T Mk 1a, XX193 of No.234 Sqn, 1 TWU, RAF Brawdy, 1989
- T Mk 1a, XX318 of No.234 Sqn, 1 TWU, RAF Brawdy in 75th anniversary scheme for 1992.
- T Mk 1a, XX289 of No.19 Sqn, 7



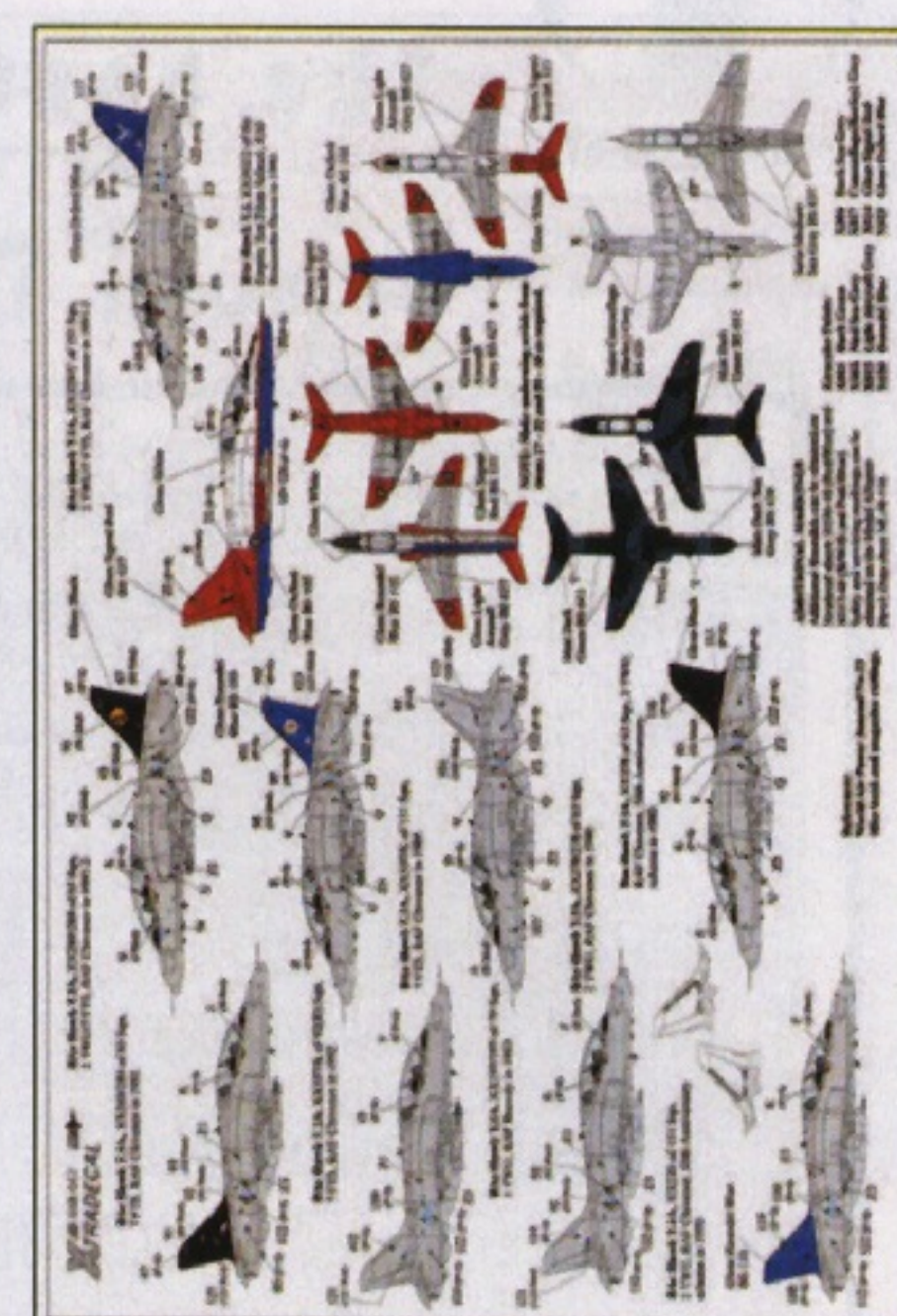
X48-047 BAe Hawk - Xtradecal

- FTS, RAF Chivenor, 1992.
- T Mk 1a, XX219 of No.19 Sqn, 7 FTS, RAF Chivenor, 1992.
- T Mk 1a, XX219 of No.63 Sqn, 1 TWU, RAF Brawdy, 1986
- T Mk 1a, XX289 of No.63 Sqn, 2 TWU/7 FTS, RAF Chivenor, 1991-2.
- T Mk 1a, XX337 of No.92(R) Sqn, 7 FTS, RAF Chivenor, 1992.
- T Mk 1a, XX337, 'K' of No.151 Sqn, 7 FTS, RAF Chivenor, 1984.
- T Mk 1a, XX197 of No.79 Sqn, 1 TWU, RAF Brawdy, 1983
- T Mk 1a, XX278 of No.63 Sqn, 2 TWU, RAF Chivenor, 1990.
- T Mk 1a, XX278 of No.63 Sqn, 2 TWU, RAF Chivenor in a 50th anniversary scheme for 1990.
- T Mk 1a, XX230 of No.151 Sqn, 2 TWU, RAF Chivenor in a 50th

- anniversary scheme for 1990.
- T Mk 1a, XX329 'C' of No.151 Sqn, 2 TWU/7 FTS, RAF Chivenor, 1991-2
- T Mk 1, XX342 '2' of the Empire Test Pilot's School, A&AEE Boscombe Down, 1990.

Conclusion

This sheet allows just about any scheme in which the Hawk has flown with the RAF to be made. The decal sheet itself only includes three sets of national insignia, but additional roundels etc are available on sheets X036-48 or X037-48, while stencils can be obtained on Model Alliance sheet 48116. All of the smaller serial numbers are



X48-047 BAe Hawk - Xtradecal

included, but the larger lower wing ones are not. There is a selection of letters and numbers though for you to make these up and this is understandable, as including them all would have taken up a lot of space on the sheet thus reducing the number of options included. As usual the set includes full colour instructions with all colours identified by the correct (service) names as well as being cross-referenced to the Xtracolor range. This is a truly comprehensive sheet that can be highly recommended to all fans of the Hawk.

Our thanks to Hannants for the review sample.

Yellowhammer Models

This range is part of the Meteor Productions (Cutting Edge) stable and samples of their latest release have been sent directly to us for review.

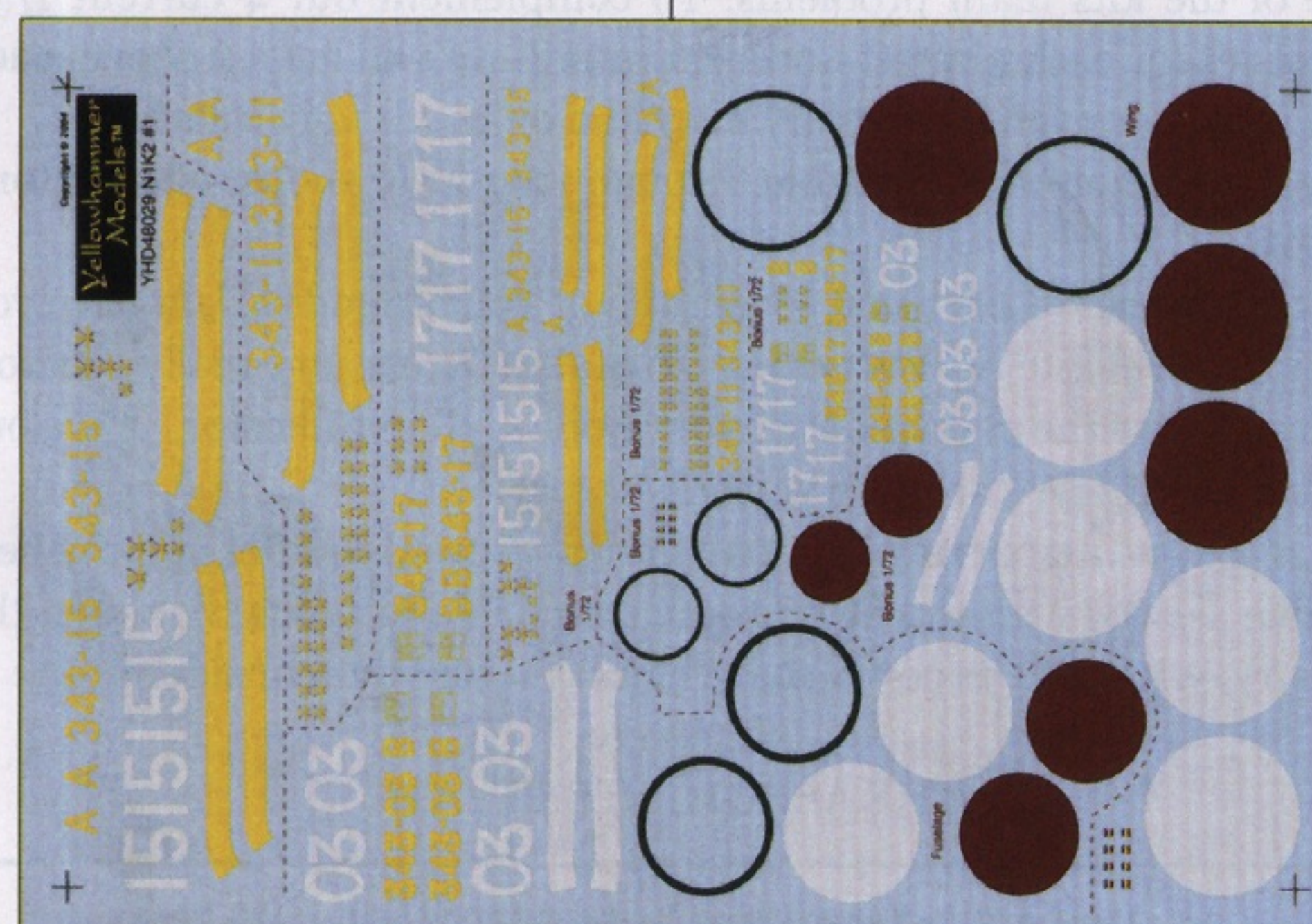
1/48th Scale

YHD48029 - NIK2-J Shinden-Kai

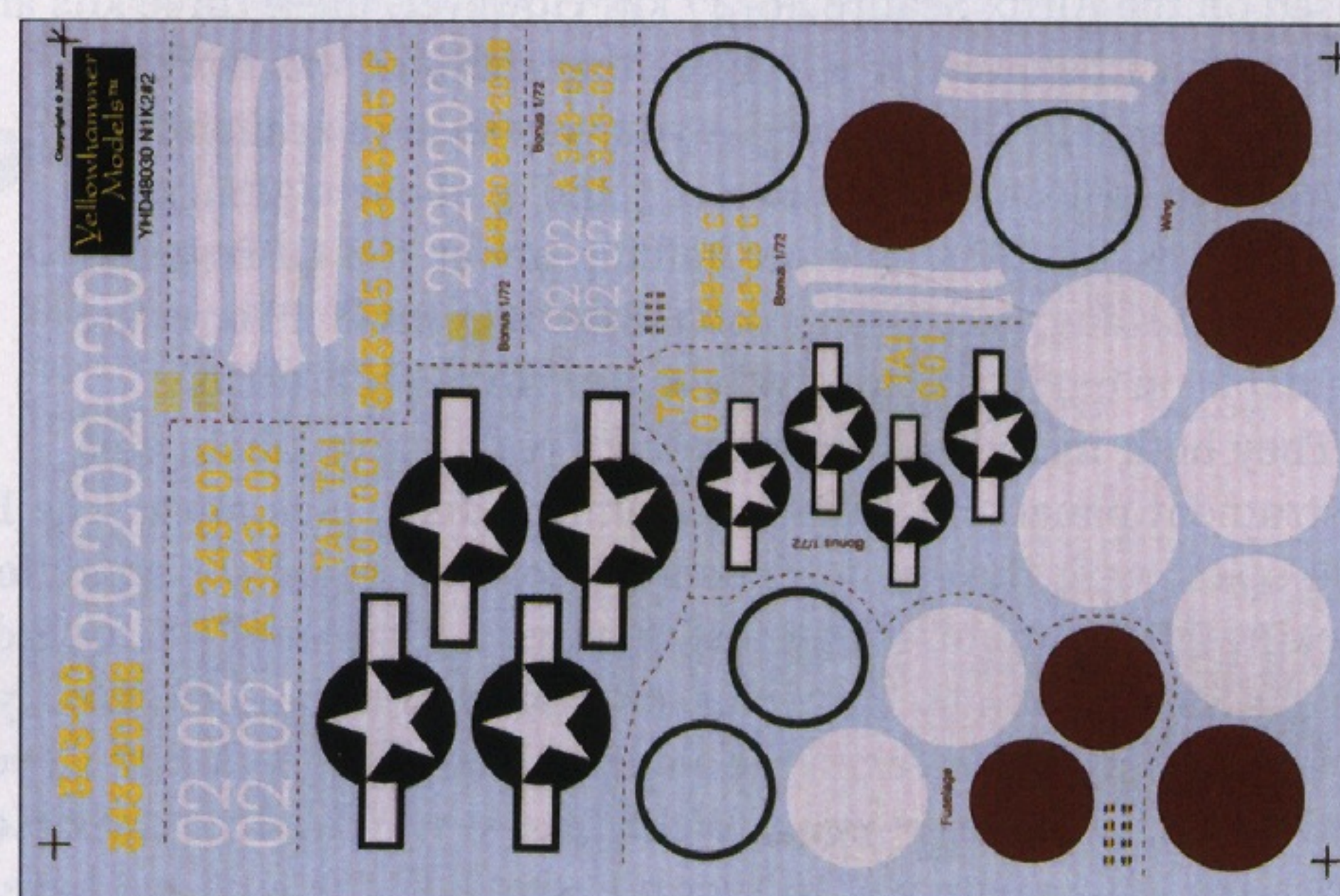
- N1K2-J, flown by Lt Naoshi Kannon of the 343rd Kokutai, Hikotai 301.

- N1K2-J, flown by Cpl Shoichi Sugita of the 343rd Kokutai, Hikotai 301.
- N1K2-J, flown by W/O Hiroshi Ohara of the 343rd Kokutai, Hikotai 407.
- N1K2-J, flown by LAC Ikuji Matsumura of the 343rd Kokutai, Hikotai 407.

Price: \$8.99



YHD48029 NIK2-J Shinden-Kai - Yellowhammer



YHD48030 NIK2-J Shinden-Kai - Yellowhammer

YHD48030 - NIK2-J Shinden-Kai

- N1K2-J, flown by Lt Tajashi Oshibunchi of the 343rd Kokutai, Hikotai 701.
- N1K2-J of the 343rd Kokutai, Hikotai 407.
- N1K2-J as captured and tested by the USN (ex-343rd Kokutai).
- N1K2-J, flown by Lt Masai Matsumura of the 343rd Kokutai.

Price: \$8.99

Conclusion

These sheets will appeal to all Japanese aircraft fans and they can be highly recommended.

UK source Hannants. Contact Meteor Productions for details of your local country's distributor if you are outside of the UK.

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Cutting Edge Modelworks

A new batch of sheets from this manufacturer has been passed directly to us for review this month.

1/144th Scale

CED44005 - Pegasus Space Booster & L-1011 Launch Vehicle

This sheet is designed for use with the Cutting Edge Pegasus and Pegasus XL kit in combination with a suitable L-1011. The sheet offers three versions of the colour scheme applied to the Pegasus, plus four schemes for the L-1011 operated by Orbital Sciences. Price: \$8.99

1/72nd Scale

CED72114 - Zircus Rosarius Special Missions

This sheet deals with captured Allied aircraft tested by, and flown around to units of, the Luftwaffe.

- D.H. Mosquito B Mk IV, T9+XB of 2./VVB OKL, Königsberg, Neumark in July 1944.

- Republic P-47D-2-RA, T9+FK of 2./VVB OKL, Wunstorf in July 1944
- N.A. P-51B, T9+HK of 2./VVB OKL, Neuruppin, late 1944.

- Republic P-47D-2-RA, YF-U flown by 2nd Lt William Roach of the 358th FS, 355th FG. This aircraft is offered here, as captured and before any Luftwaffe markings were applied.

- Republic P-47D-2-RA, YF-U of 2./VVB OKL, Wunstorf in July 1944.



CED44005 Pegasus Space Booster & L-1011 Launch Vehicle - Cutting Edge Modelworks

This is the above option after the application of Luftwaffe insignia, but before a complete repaint.

- N.A. P-51B, T9+CK of 2./VVB OKL, Wunstorf, Summer 1944.

Price: \$8.99

1/48th Scale

CED48250 - Fw 190A Vicious Wulfs Part I

- Fw 190A-5/U8, W/Nr. 52596, 'White 6' of 1./SKG 10, flown by Uffz. Werner Ohme.

- Fw 190A-5, 'Black 4' of 19(Jabo)/JG54 based in France in early 1943.

- Fw 190A-4, 'White 10' of 1./JG5, flown by Staffelfkapitän Hptm Wolfgang Kosse from Norway in October 1942.

- Fw 190A-4/U8, 'Red 9' of 2./SKG 10, flown by Uffz. Heinz Erhardt.

- Fw 190A-2 of Stab./JG26 flown by Staffelfkapitän Ofw. Bruno Hegenauer, France, 1942.

Price: \$8.99

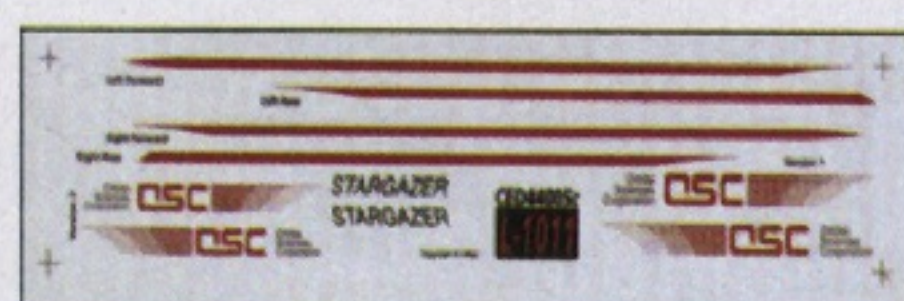
CED48256 - Zircus Rosarius Special Missions Part I

- D.H. Mosquito B Mk IV, T9+XB of 2./VVB OKL, Königsberg, Neumark in July 1944.

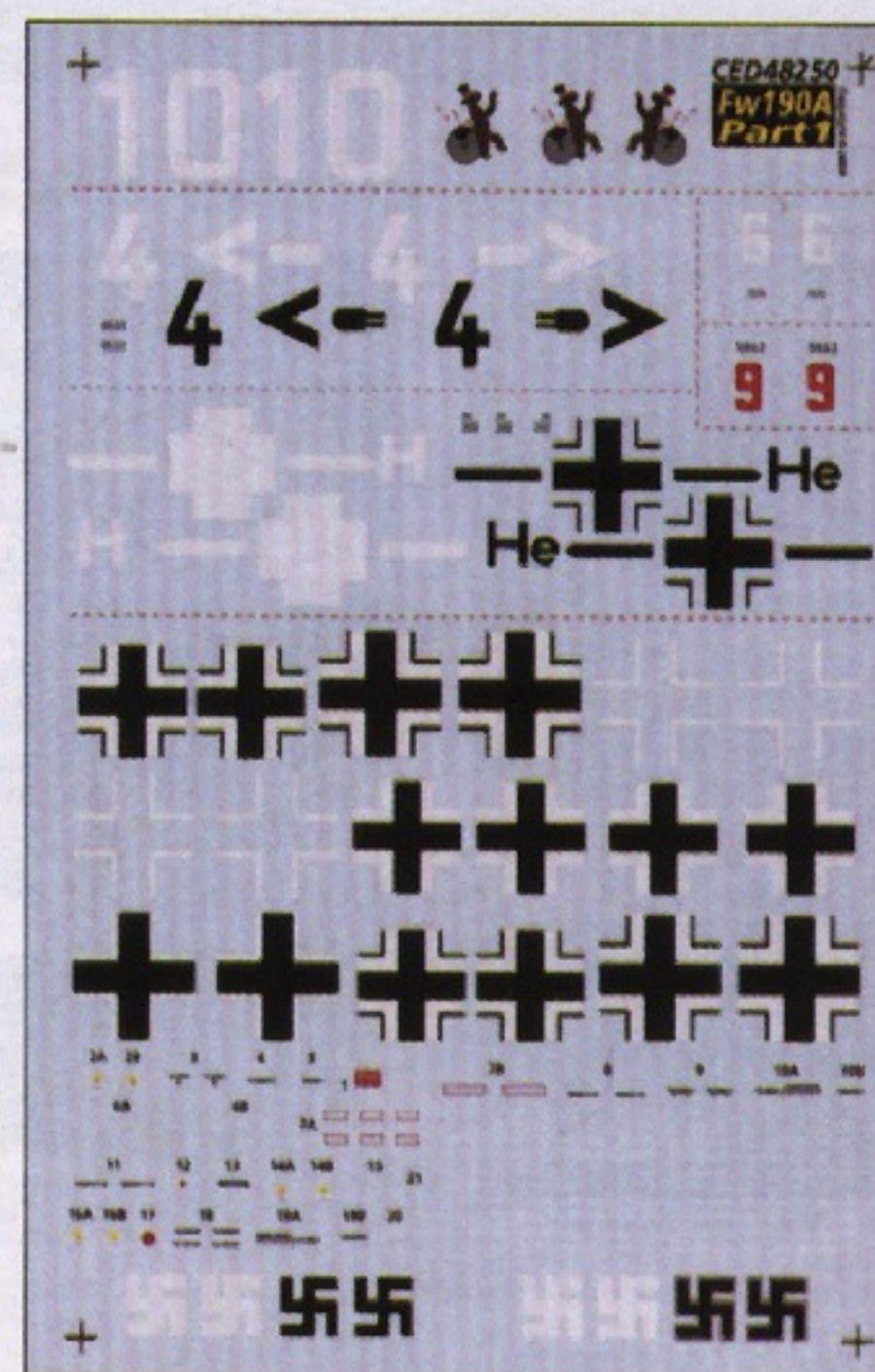
- Republic P-47D-2-RA, T9+FK of 2./VVB OKL, Wunstorf in July 1944

- N.A. P-51B, T9+HK of 2./VVB OKL, Neuruppin, late 1944.

Price: £8.99



CED44005 Pegasus Space Booster & L-1011 Launch Vehicle - Cutting Edge Modelworks



CED48250 Fw 190A Vicious Wulfs Part I - Cutting Edge Modelworks

CED48257 - Zircus Rosarius Special Missions Part 2

- Republic P-47D-2-RA, YF-U flown by 2nd Lt William Roach of the 358th FS, 355th FG. This aircraft is offered here, as captured and before any Luftwaffe markings were applied.

- Republic P-47D-2-RA, YF-U of 2./VVB OKL, Wunstorf in July 1944.

This is the above option after the application of Luftwaffe insignia, but before a complete repaint.

Price: \$8.99

CED48257 - Zircus Rosarius Special Missions Part 2

- N.A. P-51B, T9+CK of 2./VVB OKL, Wunstorf, Summer 1944.

- V.S. Spitfire Mk IX, T9+EK of 2./VVB OKL, Neumark, Summer 1944.

- Hawker Typhoon Mk Ia, T9+GK of 2./VVB OKL, Neumark, Summer 1944.

Price: \$8.99

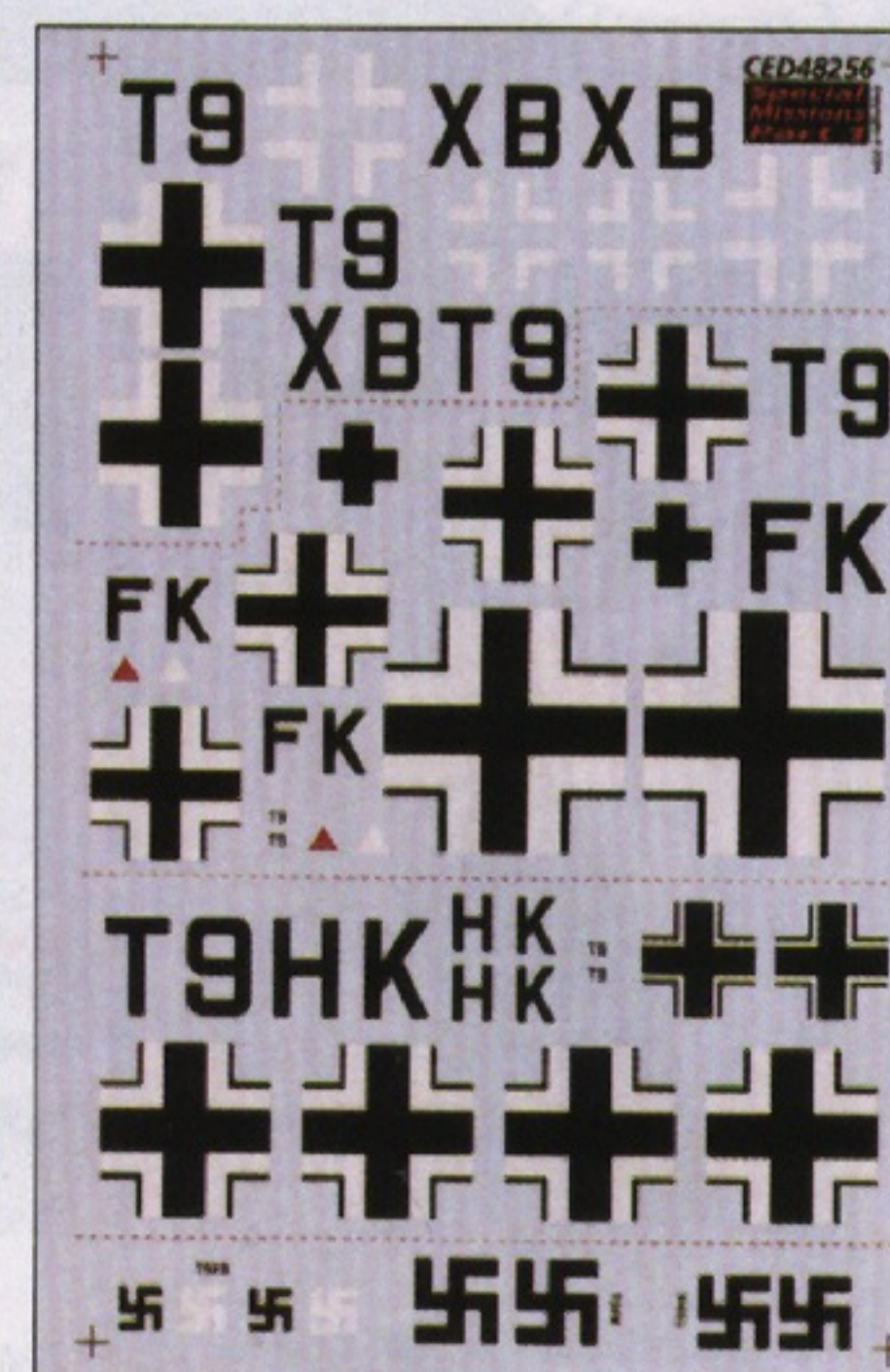
CED48259 - Messerschmitt Me 163B

- Me 163B, W/Nr. 191454, 'White 1' of 1./JG400

- Me 163B, 'Yellow 11' of 7./JG400



CED48257 Zircus Rosarius Special Missions Part 2 - Cutting Edge Modelworks



CED48256 Zircus Rosarius Special Missions Part I - Cutting Edge Modelworks

based at Brandis in February 1945

- Me 163B, W/Nr. 16310062, 'White 9' of 1./JG400 based at Brandis in August 1944.

- Me 163B, 'White 10' of 1./JG400, flown by Lt Hans-Ludwig Löscher from Brandis in February 1945.

- Me 163B, W/Nr. 191659, 'Yellow 15' of 11./JG400

- Me 163S of the TsAGI and LII test institutes in Moscow during 1945.

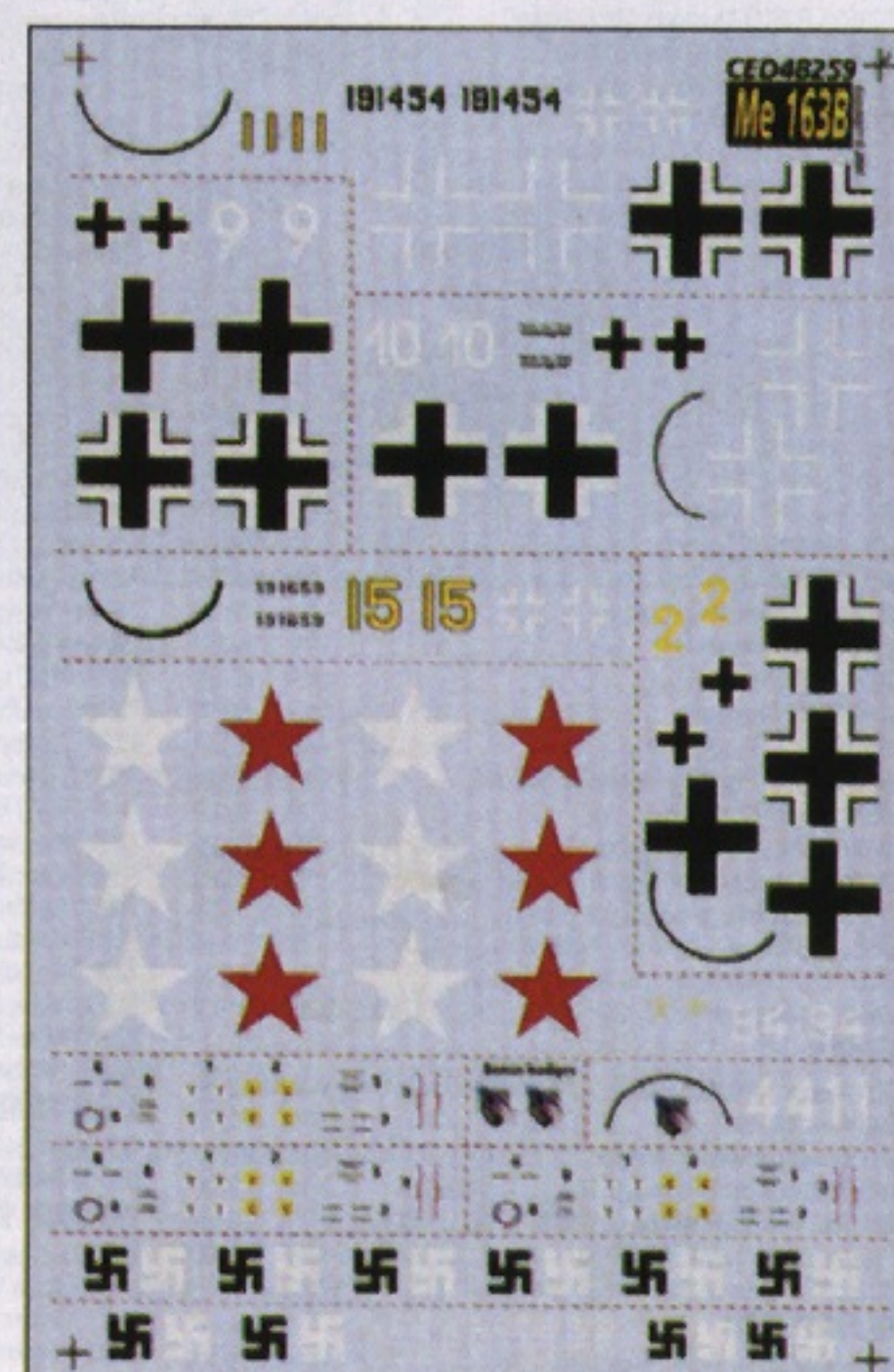
- Me 163B, 'Yellow 2' of 7./JG400 based at Husim in April 1945.

Price: \$8.99

Conclusion

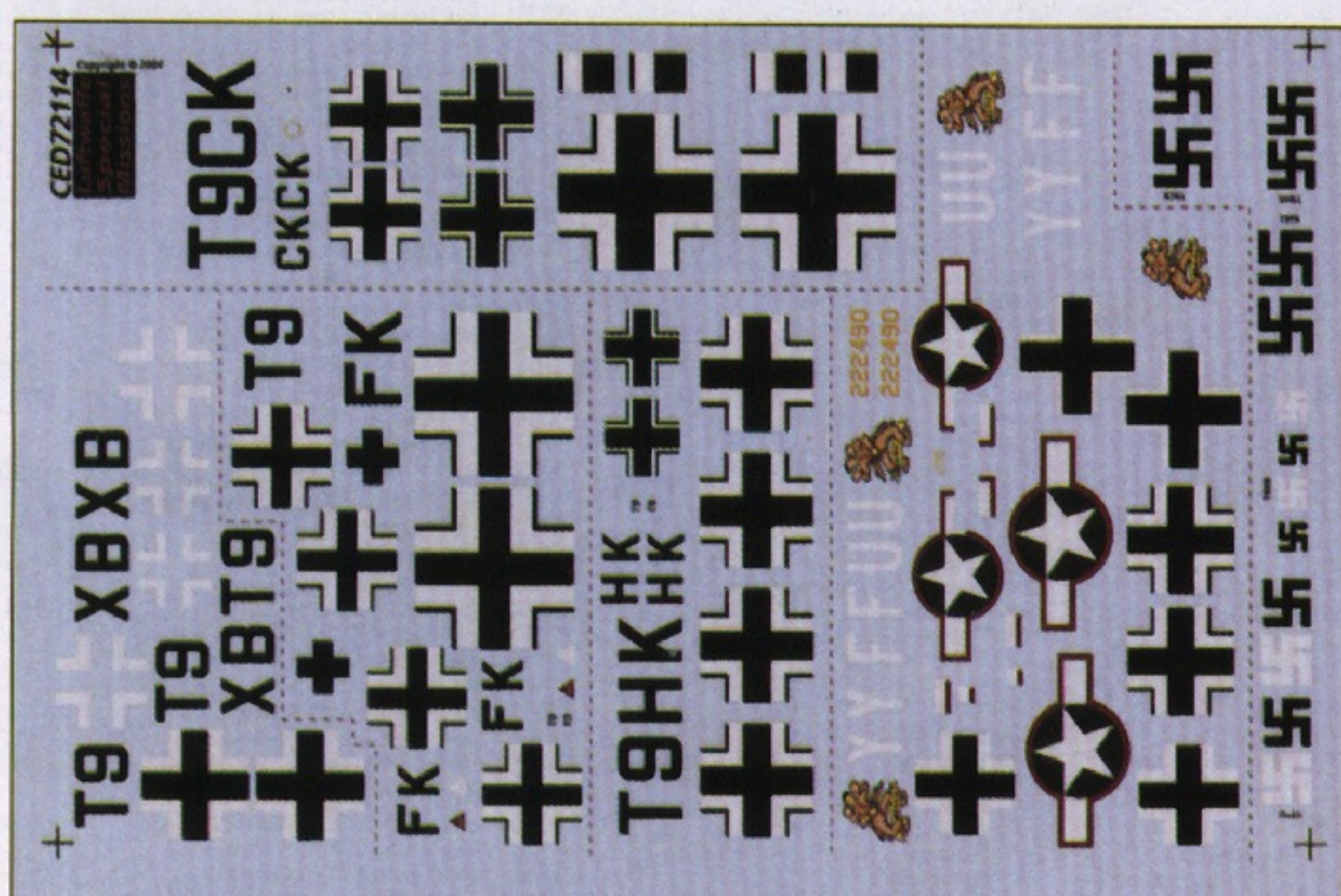
All these sheets appear to be well researched, beautifully printed, have clear instructions and are comprehensive. They are recommended to all, but buy as soon as you can as they are all limited editions.

Cutting Edge Decals are distributed in the UK by Hannants. Contact Meteor Productions direct for details of your own country's distributor if outside the UK.



CED48259 Messerschmitt Me 163B - Cutting Edge Modelworks

CED44005 Pegasus Space Booster & L-1011 Launch Vehicle - Cutting Edge Modelworks



CED72114 Zircus Rosarius Special Missions - Cutting Edge Modelworks

04384 1:72 Dassault-Breguet Atlantic 1



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surveillance, search & rescue and supply roles.

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the French, German, Dutch and Italian navies and has seen many revisions to meet the changing needs of naval warfare.

REVELL NAVY FLYERS 1:72



**04411 1:72
Sea King Mk 41**

Based on the US Sikorsky design the Sea King fulfills a variety of naval roles, from air sea rescue to anti-submarine warfare. The Mk 41 is armed with 4 Sea Skua missiles, each with a range of 15km.

**04409 1:72
Westland Lynx 'Navy'**

The Anglo/French developed Lynx is now deployed in a combat and anti-submarine role with many NATO navies as well as performing troop transport and air sea rescue flights.



**04600 1:72
Dornier 228-202 'Marine'**

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Kopro

Batter known for their kits, this manufacturer also produces decals and two of their most recent sheets were passed directly to us to review this month.

1/48th Scale

0356 - Sukhoi Su-22M4

- Su-22M-4R, 'White 22' of the 32nd Air Repair Base Prerov, Czech Republic, 18th March 2002.
- Su-22M-4, 'Yellow 4208' of the 32nd Air Repair Base Prerov, Czech Republic, 18th March 2002.
- Su-22M-4R, 'Black 2719' of the 47th Recon Regiment Hradec

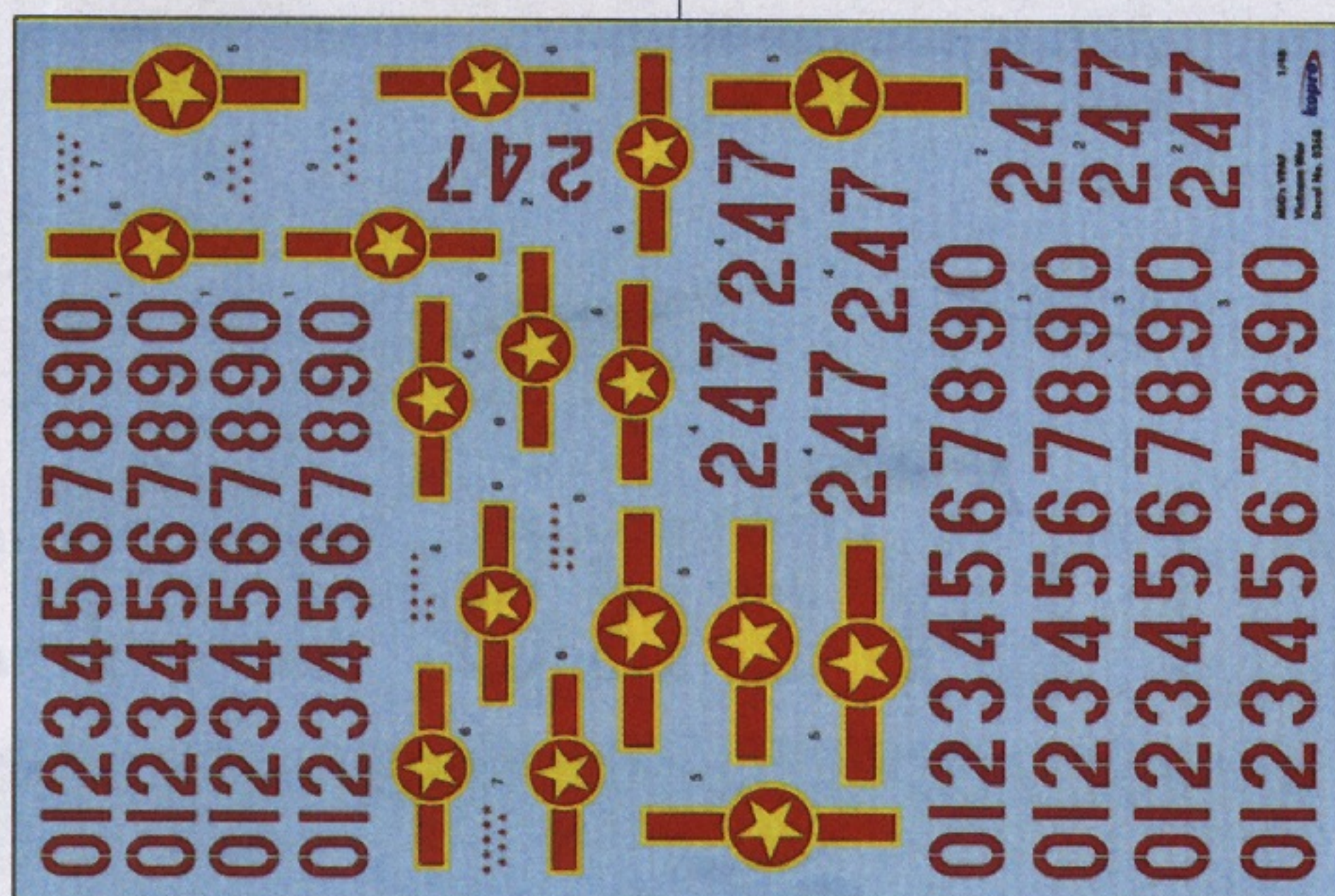
Králové, Czechoslovakia, 1990.

- Su-22M-4, 'Yellow 3615' of the Slovakian Air Force.

The sheet contains enough national insignia to do one option from each nation. There is no stencilling.

0368 - MIGs VPAF - Vietnam War

- MiG-15UTI, 'Red 1920' of the 910th Air Trainer Regiment.
- MiG-15UTI, 'Red 2710' of the 910th Air Trainer Unit.
- MiG-17PF, 'Red 4721' of the 921st Air Fighter Regiment, flown by Lam Van Lich in February 1966.



0368 MIGs VPAF, Vietnam War - Kopro



0356 Sukhoi Su-22M4 - Kopro

- MiG-17F, 'Red 2047' of the 923rd Air Fighter Regiment, flown by Nguyen Van Bay in April 1972.
- MiG-17F, 'Red 2011' of the 923rd Air Fighter Regiment, flown by Ngo Duc Mai in May 1967.
- MiG-17F 'Red 3020' of the 923rd Air Fighter Regiment, flown by Nguyen Van Bay in July 1968.
- Shenyang J-6, 'Red 6011' of the 925th Air Fighter Regiment, flown by Hang Son in May 1972.
- Shenyang J-6, 'Red 6032' of the 925th Air Fighter Regiment, flown by Nguyen Hong Son in May 1972.
- Shenyang J-6, 'Red 6060' of the 925th Air Fighter Regiment in 1972.

The sheet contains enough national insignia to three options but there is no stencilling.

Conclusion

Both of these sheets are well printed and packaged. Each offers a number of unusual options and with the former the instructions even include a very useful cross reference guide for the colours needed, listing FS, Testors, Humbrol, Revell, Gunze Sangyo, Tamiya and Agama paint ranges. They can be highly recommended to all.

Our thanks to Kopro for the review samples. At the time of going to press we were unaware of any UK importer of this decal range.

Iliad Design

Following on from our review of their last two sheets in the November edition (See Vol.9 Iss.11), here is the latest couple of releases from Iliad.

1/48th Scale

48005 - MiG-19S/Shenyang J-6

- Shenyang J-6, '4126' of No.26 Squadron, Pakistan Air Force.
- Shenyang J-6, '3878', Egyptian Air Force, Ciara, 1983.
- Shenyang J-6, '10434', Pakistan Air Force in special markings applied to mark the retirement of the J-6 from the Pakistan Air Force.
- MiG-19S, 3570 of the Egyptian Air

Force, 1967.

- Shenyang J-6, 'Red 6066', 925th Fighter Regiment, VPAF ([North] Vietnamese Peoples Air Force), 1972.

Price: £8.25

48006 - Early Bf 109Es

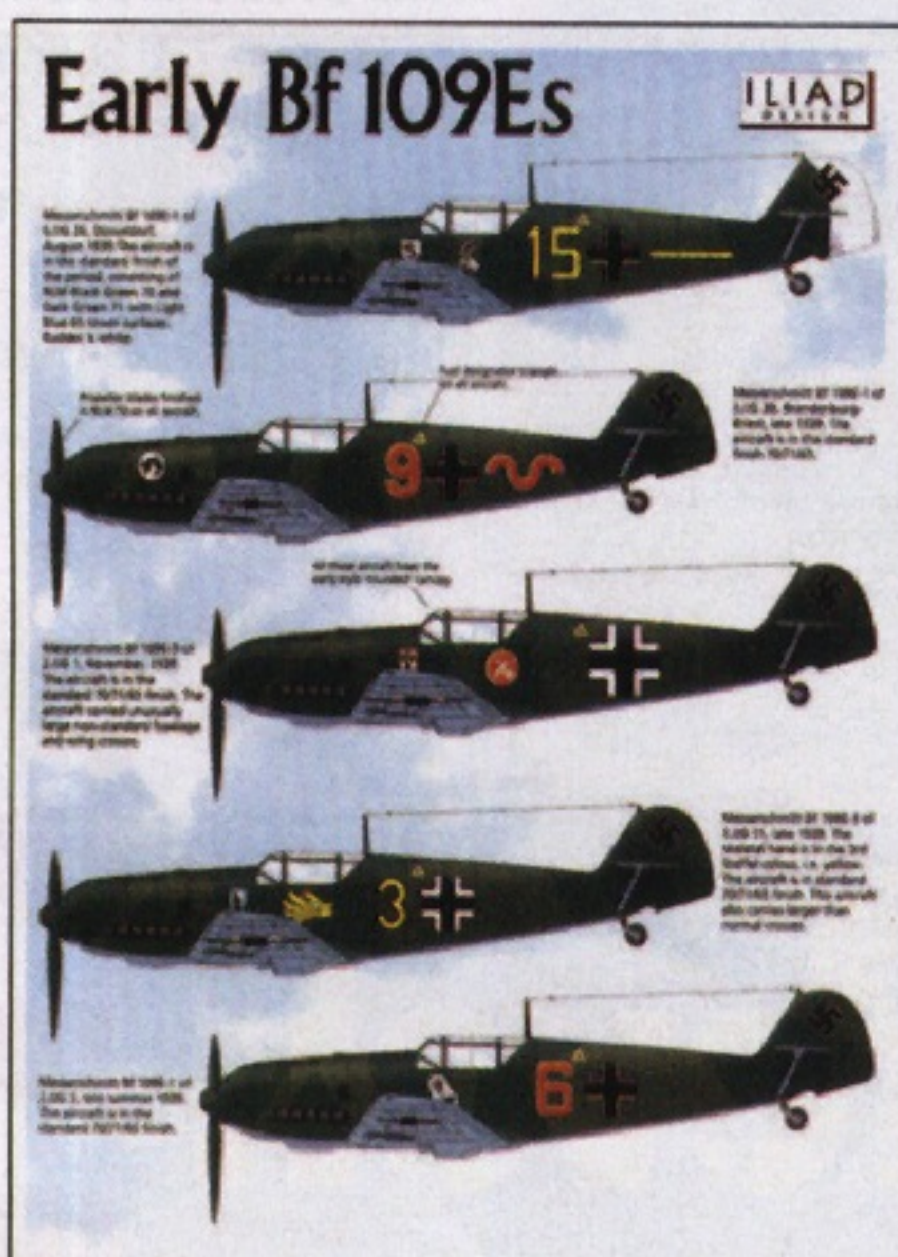
- Bf 109E-1, 'Yellow 15' of 6./JG26 based at Düsseldorf in August 1939.
- Bf 109E-1, 'Red 9' of 2./JG20 based at Brandenburg-Briest in late 1939.
- Bf 109E-3 of 2./JG1 in November 1939.
- Bf 109E-3, 'Yellow 3' of 3./JG 51 in late 1939.
- Bf 109E-1, 'Red 6' of 2./JG3 in the late Summer of 1939.

Price: £8.25

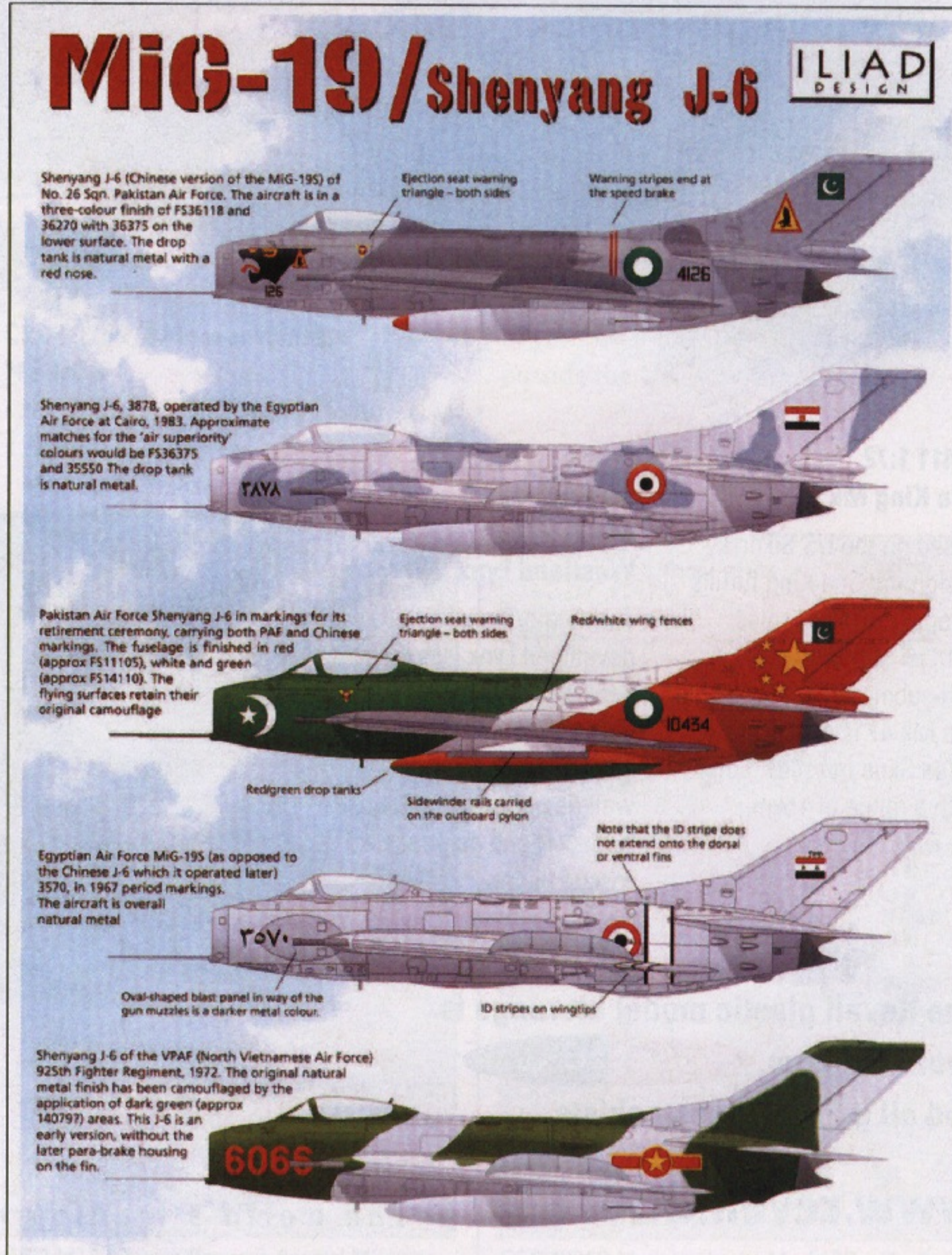
Conclusion

This is another couple of excellent sheet which comes with full colour instructions, a detailed bibliography and colour notes. The subject matter is welcome and they can both be highly recommended to all.

Our thanks to Iliad Design for the review samples. This range is available in the UK from Hannants and the quoted price above is from that source.



48006 Early Bf 109Es - Iliad Design



48005 MiG-19S/Shenyang J-6 - Iliad Design

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XF226	F-2B (has)	2.75	48472	SH-60B/J Sea Hawk ext (ita)	13.95
XF227	Shenyang FT-6/MiG-19UTI (tru)	1.75	48473	Camo netting /Mask.US type	8.25
		1.75	48474	F-16 Ladder (has)	7.25
XL058	OH-58D Kiowa 1/35 (aca)	2.75	48476	F-8J Crusader (has)	12.00
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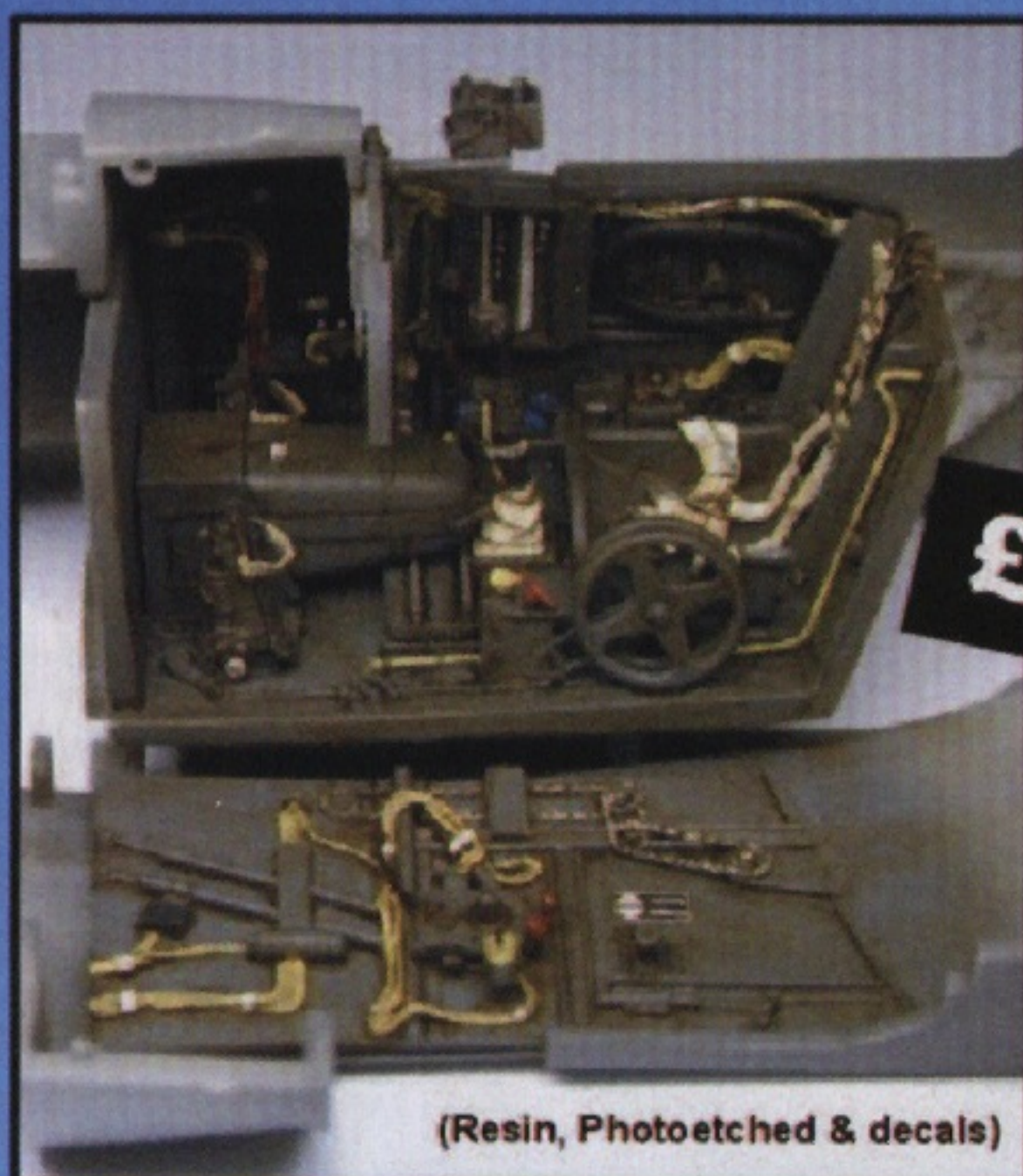
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Accurate Miniatures

Better known for their kits, Accurate have now gone into the decal business with the release of this first sheet.

1/48th Scale

48001 - Ilyushin Il-2m3 Stormovik

- Il-2m3, 'white 24' of 6 PLSz (6th Attack Regiment) of the Polish Air Force based at Strachowice in Wroclaw in 1948.
- Il-2m3 of the 237th Assault Regiment of the VVS.
- Il-2m3 of the VVS with the slogan 'For the Fatherland!' on the port fuselage side.

Conclusion

This sheet is well printed and comes complete with seat belts decals as an added bonus. The instructions are comprehensive, in full colour and include a useful FS cross reference chart for the colours required.

Our thanks to Accurate Miniatures for the review sample. At the time of going to press we were unaware of a UK stockist for this new decal range.



48001 Ilyushin Il-2m3 Stormovik - Accurate Miniatures

AeroMaster

A couple of new releases from this manufacturer have been passed directly to us for review this month.

1/48th Scale

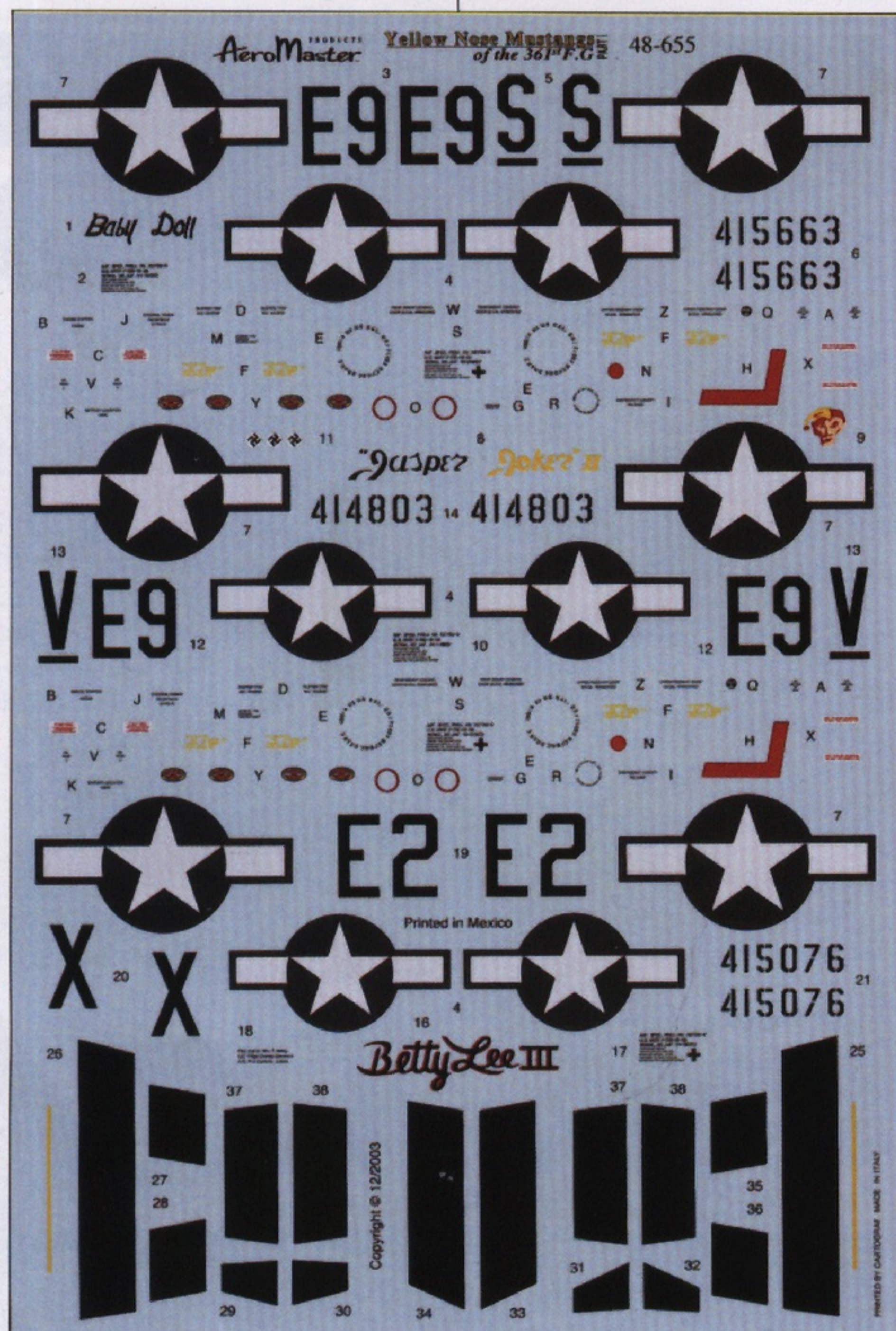
48-655 - Yellow Nose Mustangs of 361st FG Part I

- P-51D, S/No. 44-15663, 'Baby Doll', flown by Lt Clarence Sullivan Jr.
- P-51D, S/No. 44-14803, 'Jasper's Joker II', flown by Lt Donald F. Vulgamore.

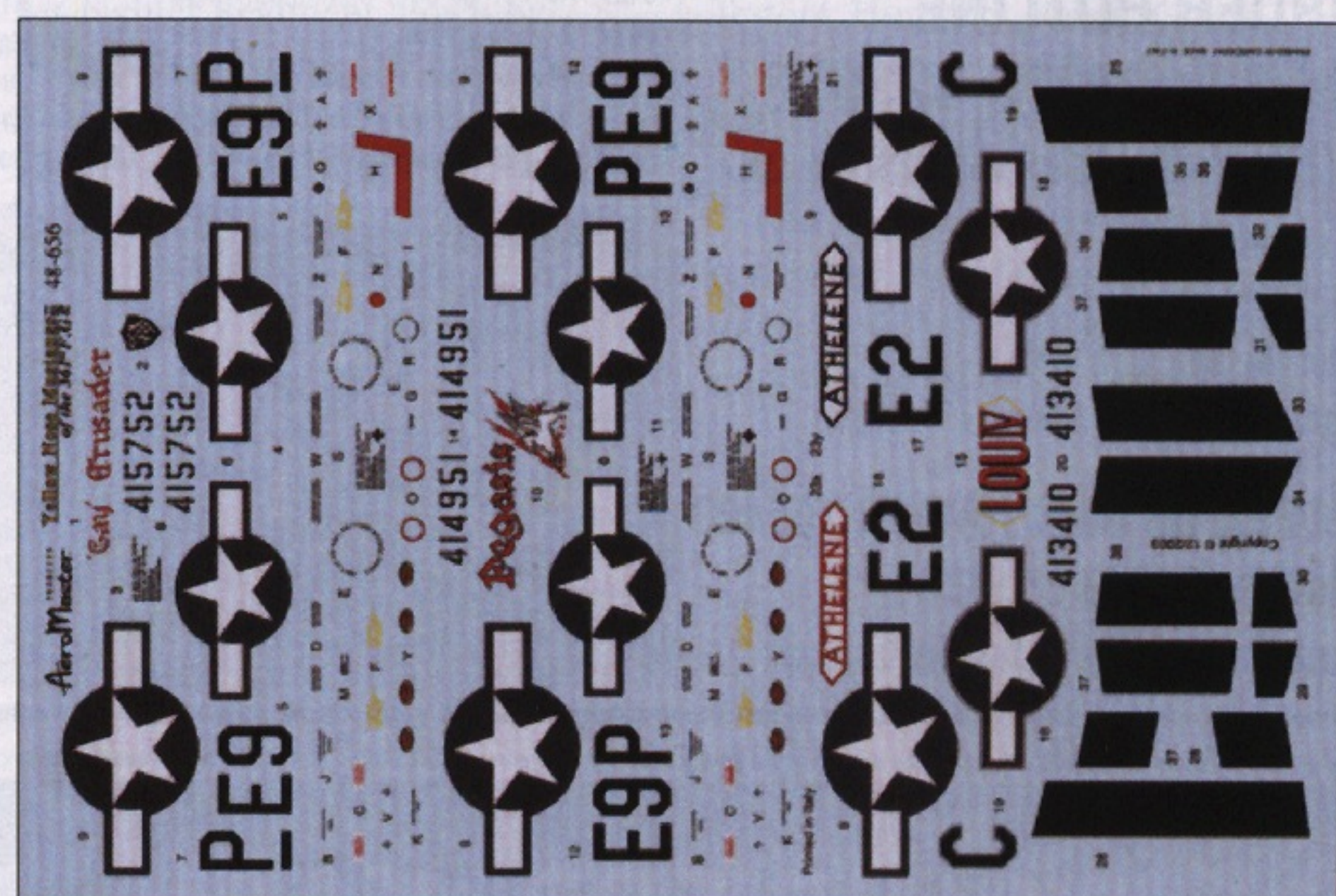
- P-51D-15-NA, S/No. 44-15076, 'Betty Lee III', flown by 2nd Lt William T. Kemp.
- Price: £7.55

48-656 - Yellow Nose Mustangs of 361st FG Part II

- P-51D, S/No. 44-15752, 'Gay Crusader', flown by Lt Homer G. Power.
- P-51D, S/No. 44-14951, 'Pegasus', flown by Capt. Walter J. Kozicki.
- P-51D, S/No. 44-13410, 'Lou the



48-655 Yellow Nose Mustangs of 361st FG Part I - AeroMaster



48-656 Yellow Nose Mustangs of 361st FG Part II - AeroMaster

- IV', flown by J.J. Christian.
- Price: £7.55

1/32nd Scale

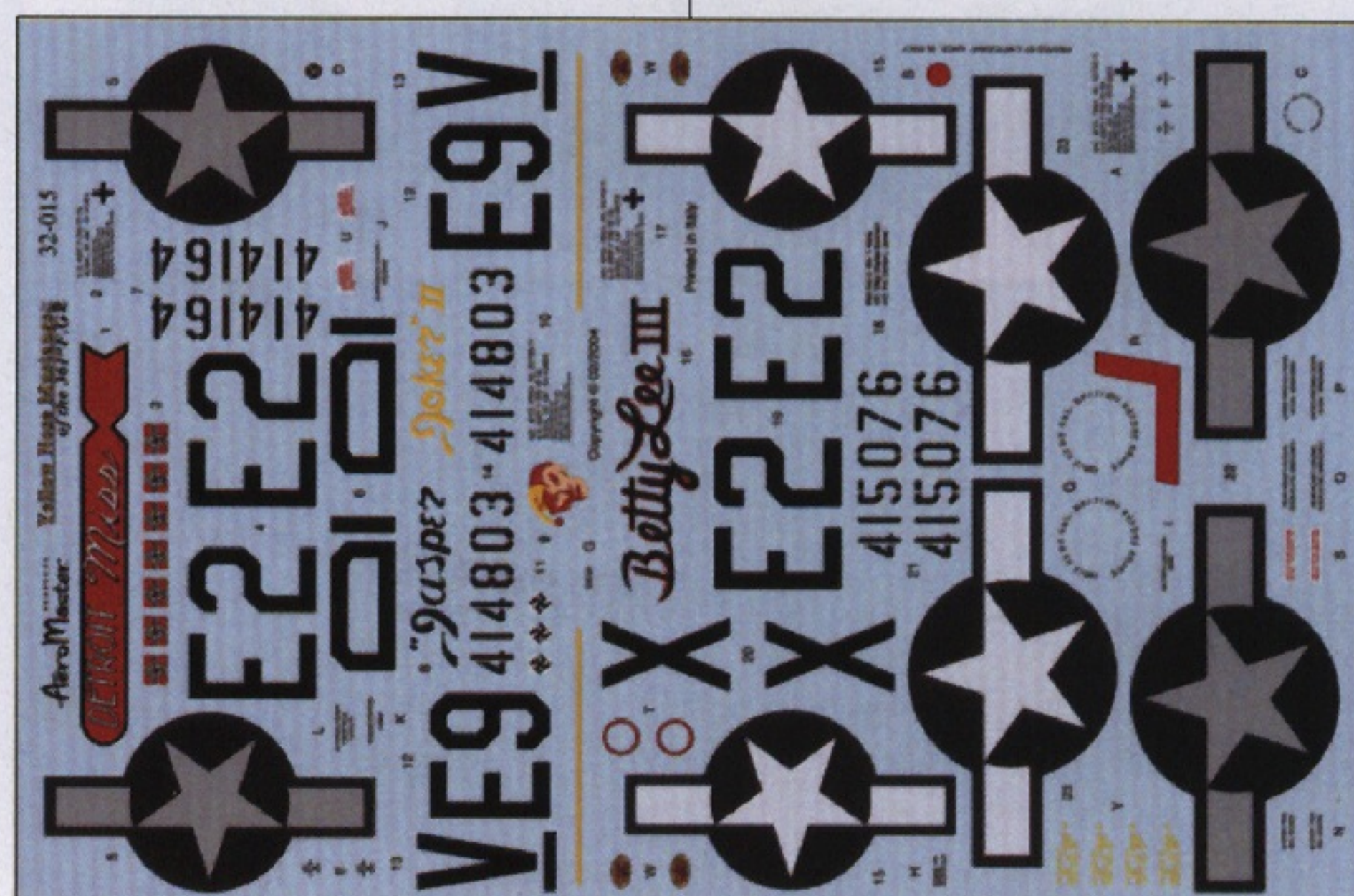
32-015 - Yellow Nose Mustangs of 361st FG Part I

- P-51D, S/No. 44-14164, 'Detroit Miss', flown by 1st Lt Urban Drew.
 - P-51D, S/No. 44-14803, 'Jasper's Joker II', flown by Lt Donald F. Vulgamore.
 - P-51D-15-NA, S/No. 44-15076, 'Betty Lee III', flown by 2nd Lt William T. Kemp.
- Price: £7.95

Conclusion

Each of these sheets features a selection, or all, of the national insignia required plus some stencils. The images are well printed with perfect register and colour density and can be recommended to all.

Our thanks to AeroMaster/Eagle Strike for the review samples. Their products are distributed in the UK by Hannants. Contact AeroMaster/Eagle Strike directly for details of your own country's distributor if outside the UK.



32-015 Yellow Nose Mustangs of 361st FG Part I - AeroMaster

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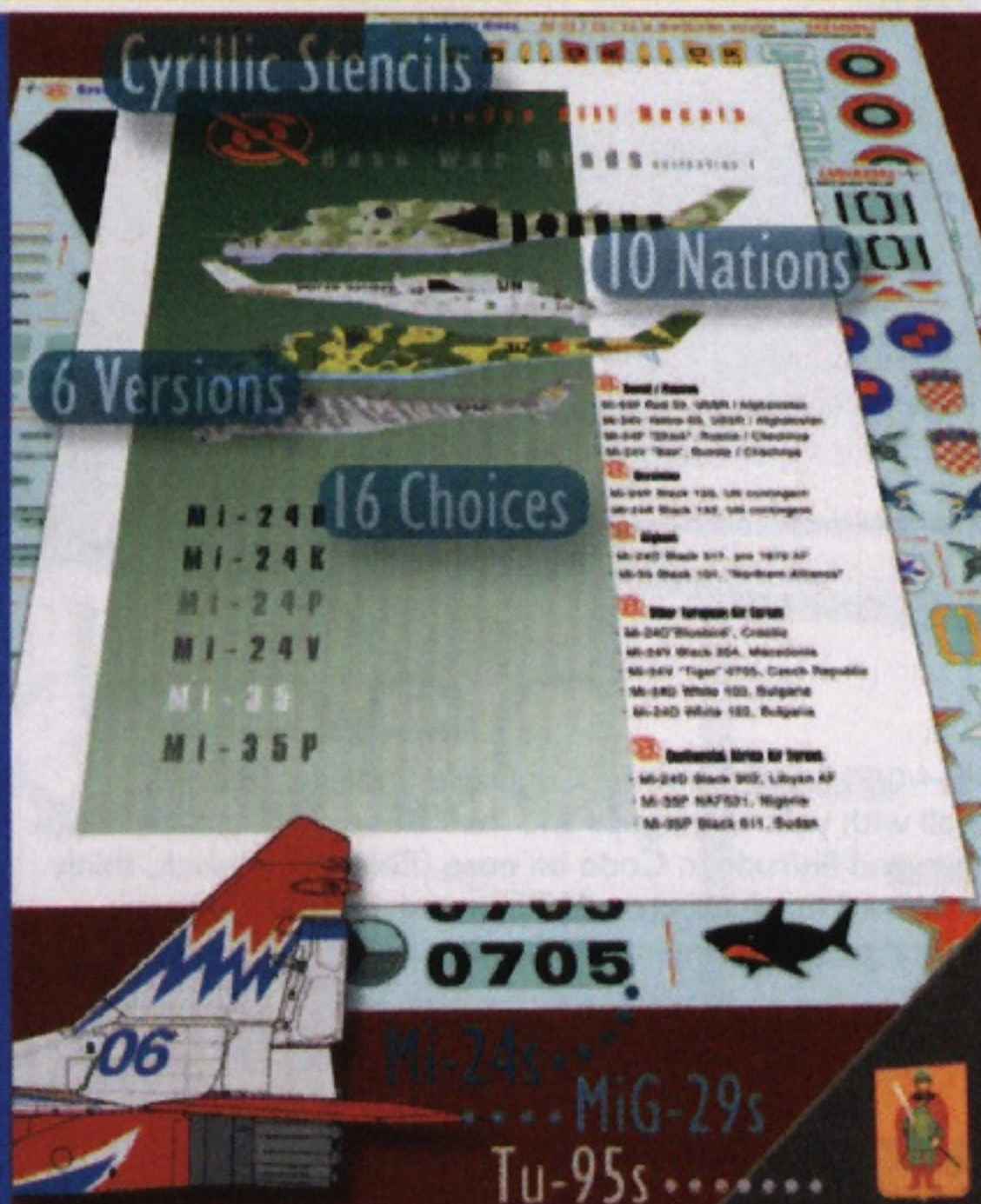
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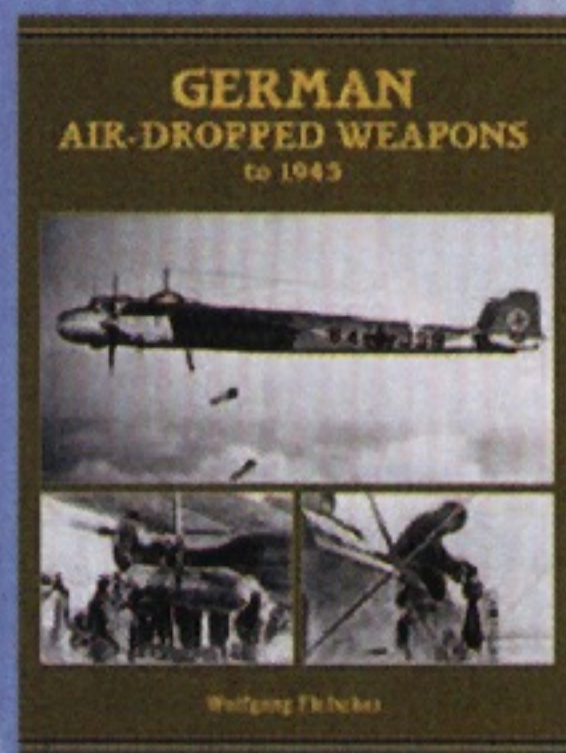
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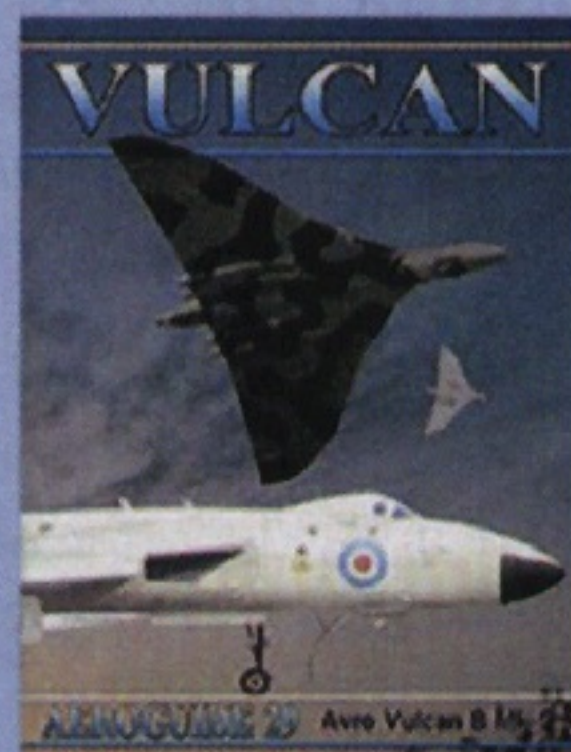
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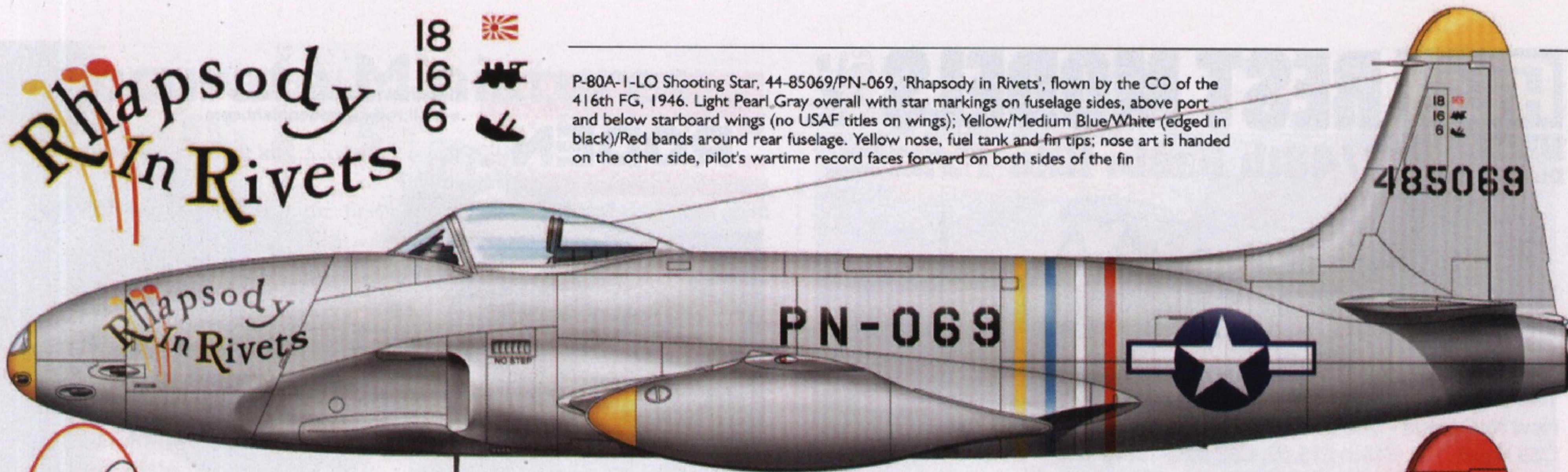
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Rhapsody In Rivets

18
16
6



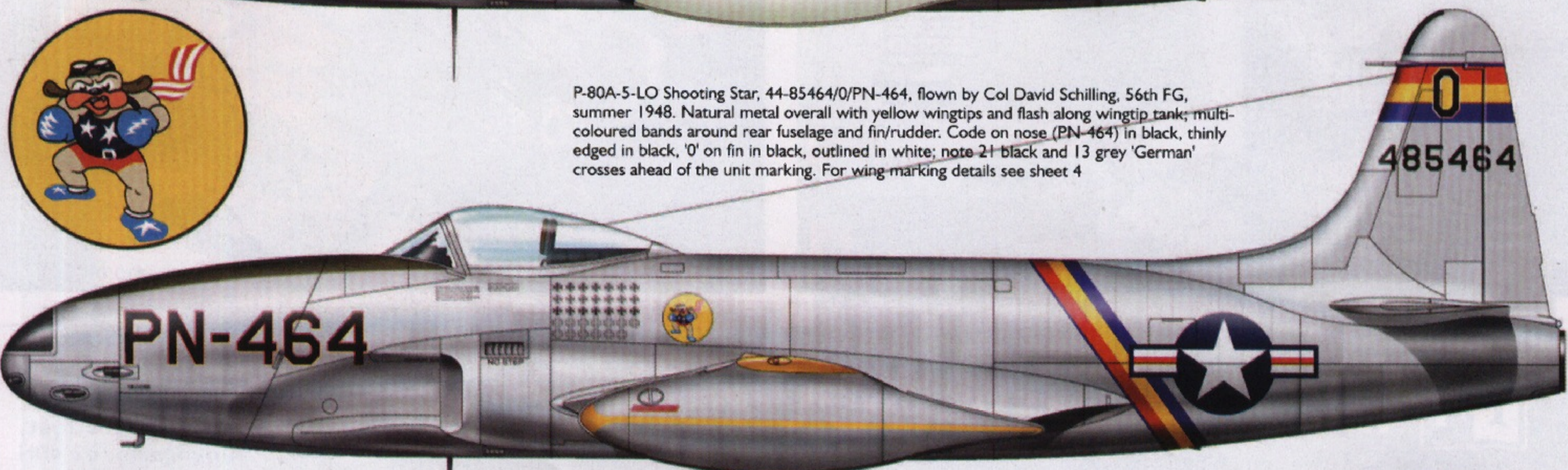
P-80A-1-LO Shooting Star, 44-85069/PN-069, 'Rhapsody in Rivets', flown by the CO of the 416th FG, 1946. Light Pearl Gray overall with star markings on fuselage sides, above port and below starboard wings (no USAF titles on wings); Yellow/Medium Blue/White (edged in black)/Red bands around rear fuselage. Yellow nose, fuel tank and fin tips; nose art is handed on the other side, pilot's wartime record faces forward on both sides of the fin



P-80B-5-LO Shooting Star, 45-8568/PN-568, 94th FS, Ladd Fields, Fairbanks (Alaska), 1947. Natural metal overall with standard national markings; blue nose trim and blue flash on white wingtip tank. Arctic Red tail section and outboard panels of wings; codes and serial in black

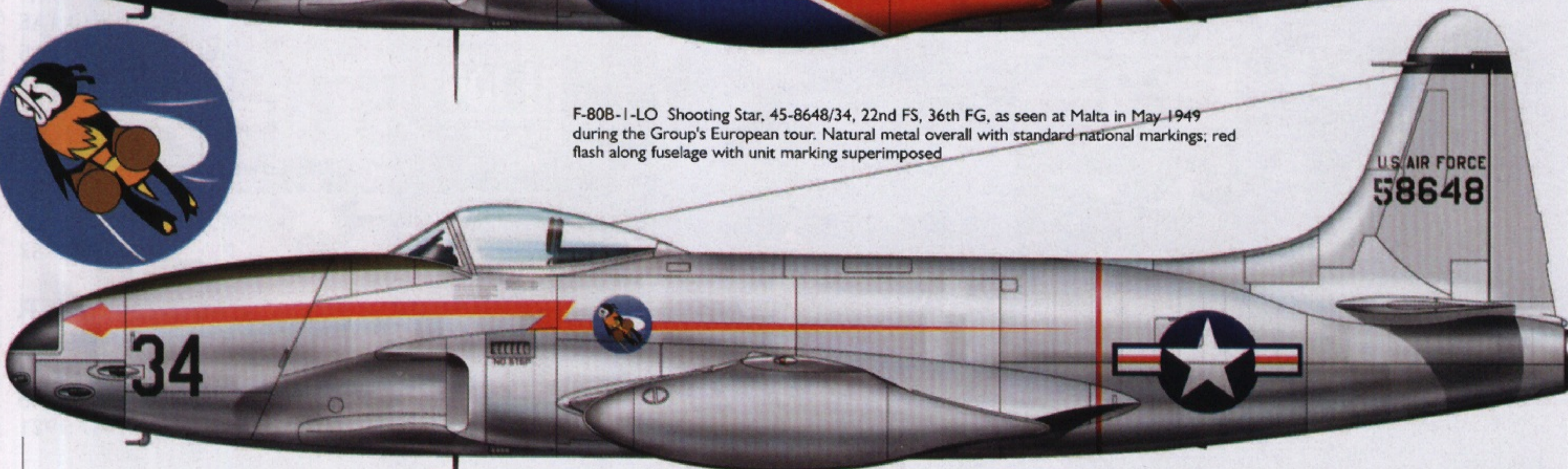


P-80A-5-LO Shooting Star, 44-85464/0/PN-464, flown by Col David Schilling, 56th FG, summer 1948. Natural metal overall with yellow wingtips and flash along wingtip tank; multi-coloured bands around rear fuselage and fin/rudder. Code on nose (PN-464) in black, thinly edged in white, '0' on fin in black, outlined in white; note 21 black and 13 grey 'German' crosses ahead of the unit marking. For wing-marking details see sheet 4



F-80A-1-LO Shooting Star, 44-85033/4/FN-033, 61st FS, 56th FG, Selfridge Field (Michigan), 1948. Natural metal overall with standard markings; blue nose (outlined in black), red wingtips, red band edged in white around rear fuselage. Tip tanks in blue/red/white; fuselage code (FN-033) is black thinly edged in white. Note different markings on sides of nose

F-80B-1-LO Shooting Star, 45-8648/34, 22nd FS, 36th FG, as seen at Malta in May 1949 during the Group's European tour. Natural metal overall with standard national markings; red flash along fuselage with unit marking superimposed





P-80A 44-5069 'Rhapsody in Rivets' from the 416th Fighter Group which was flown by the unit's Commanding Officer. The smooth Pearl Grey colour scheme especially formulated for the Shooting Star proved to be too difficult to maintain in service and was soon replaced by the familiar natural metal scheme (USAF)

Lockheed F-80

Shooting Star

by Richard J. Caruana

Less famous than the widely known T-33, the Shooting Star was the first operational jet fighter aircraft to see service with the United States Army Air Force. Though it missed the Second World War it had been projected during those troubled years, and owes much of its existence to British jet-propulsion technology. Richard J. Caruana takes a close look at the history behind this aesthetically pleasing aircraft and its colourful service life.

Lockheed's interest in jet propulsion could be traced back to 1939 when Clarence R. Johnson and Hall L. Hibbard conducted a series of studies. Prominent among the numerous 'paper projects' was the company-financed L-133 that, as the L-133-02-01, presented a canard design powered by a pair of Lockheed L-1000 turbojet engines. These studies did not arouse much interest in United States Army Air Force (USAAF) circles; not until news of jet-propelled combat aircraft started to filter in from the European theatre of war. This, combined with positive progress reports from the United Kingdom (UK) especially after the successful flight of the Gloster E.28/39 on 15 May 1941, helped to rekindle official USAAF interest in this novel method of propulsion.

Licence production of the British engines was assigned to General Electric. A pair of G.E. I-A turbojets were installed in the Bell XP-59A Airacomet that performed the first flight of a jet-powered aircraft in the United States on 19 October 1942. Although this prototype provided extremely valuable data to the USAAF, its operational use as a combat aircraft was immediately put in doubt. Thus, on 17 May 1943, Hibbard and Price met with USAAF officials at Wright Field for a conference chaired by Brigadier General Franklin O. Carroll, head of the AAF's Engineering Division. Lockheed was invited to submit a preliminary design for a jet fighter, under the company designation of L-140, to be powered by

a de Havilland-built Halford H.1B turbojet. Drawings of this engine had been in hand with Lockheed since the previous March, enabling them to forward their proposals in a relatively short time. In fact, on 17 June, the USAAF gave its approval to the L-140 project, a formal Letter Contract (W535-ac-40680) being issued on 24 June stipulating that the first XP-80 (as it was now officially known) would be ready within 180 days from that date. A further contract formalising the above agreement was issued on 16 October 1943.

To meet this deadline, Clarence Johnson set up a small team of engineers, with the assistance of William P. Ralston and Don Palmer. Apart from setting up a ten-hour-a-day/6-day-week schedule, operations were conducted under top security from a temporary building purposely built near the wind tunnel: thus, the origins of the famous 'Skunk Works'.

The keyword of the XP-80 design was simplicity. It was a single-seat monoplane with a low-set, low aspect-ratio laminar-flow wing. A single engine provided the necessary power, fed by air intakes positioned in the lower fuselage ahead of the wing leading edges. It also featured a fully retractable tricycle undercarriage. A transparent, rearward sliding bubble canopy that offered superlative all-round vision enclosed a pressurised cockpit for the pilot. The rear end of the fuselage, which also incorporated the conventional tail surfaces, was detachable providing easy access for servicing or change of engine. Armament was to consist of six

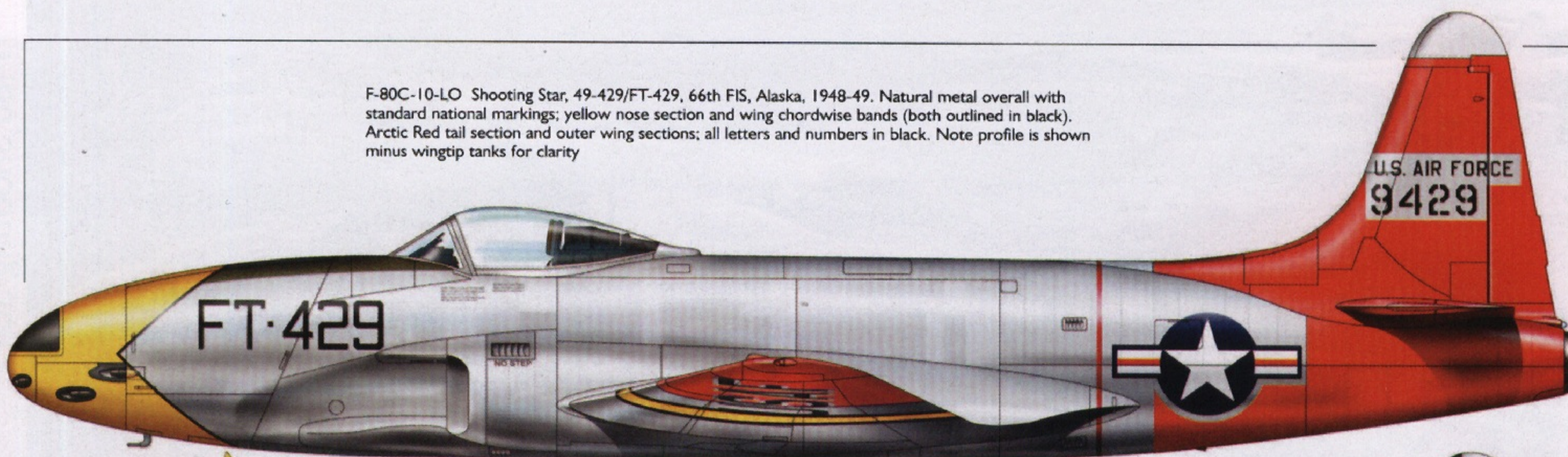
0.50in machine-guns mounted in the nose.

USAAF personnel who inspected the mock-up of the XP-80 between 20 and 22 July 1943 made a few recommendations for minor changes, while construction of the prototype of the XP-80 proceeded ahead of schedule. Up to that time, Lockheed had still not received an engine from the UK, so to save time a wooden mock-up was built from the drawings supplied, around which the XP-80 airframe could be constructed. Finally, a non-flyable H-1B engine arrived on 2 November 1943 and after its installation the aircraft (44-83020) was trucked to Muroc Dry Lake.

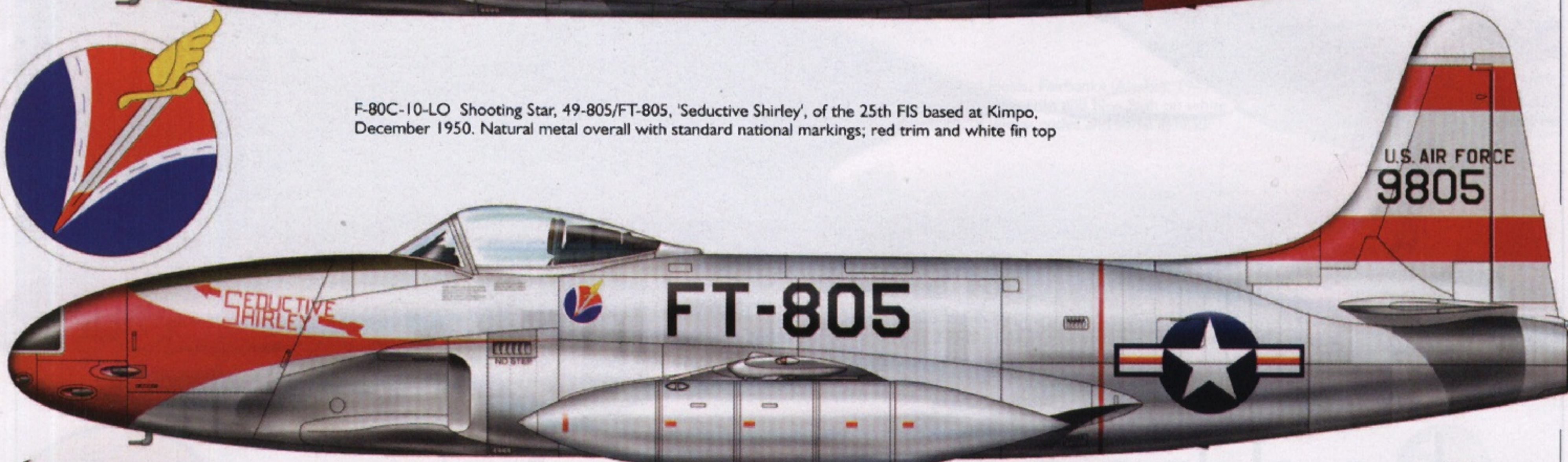
Meanwhile, the delay in engine supplies forced Lockheed to consider alternative sources for the XP-80's power plant. Consideration was given to the installation of a lower-powered General Electric I-16, the licence-built version of the Whittle W2B. Such an arrangement would have enabled the test programme to proceed without further delays. By the time that the aircraft would reach full production status it was hoped that the more powerful Halford H-1B build under licence in the US by Allis-Chalmers as the J36 would become available in the desired quantity. This proposal, however, was dropped.

Lockheed had already set its sights on an advanced version of the XP-80 powered by the 4,000lb st General Electric I-40 (J33-GE-11) centrifugal-flow turbojet. This would result in a larger and heavier aircraft, with increased fuel tankage. Official interest in Lockheed's L-141 was sufficient for the company

F-80C-10-LO Shooting Star, 49-429/FT-429, 66th FIS, Alaska, 1948-49. Natural metal overall with standard national markings; yellow nose section and wing chordwise bands (both outlined in black). Arctic Red tail section and outer wing sections; all letters and numbers in black. Note profile is shown minus wingtip tanks for clarity



F-80C-10-LO Shooting Star, 49-805/FT-805, 'Seductive Shirley', of the 25th FIS based at Kimpo, December 1950. Natural metal overall with standard national markings; red trim and white fin top



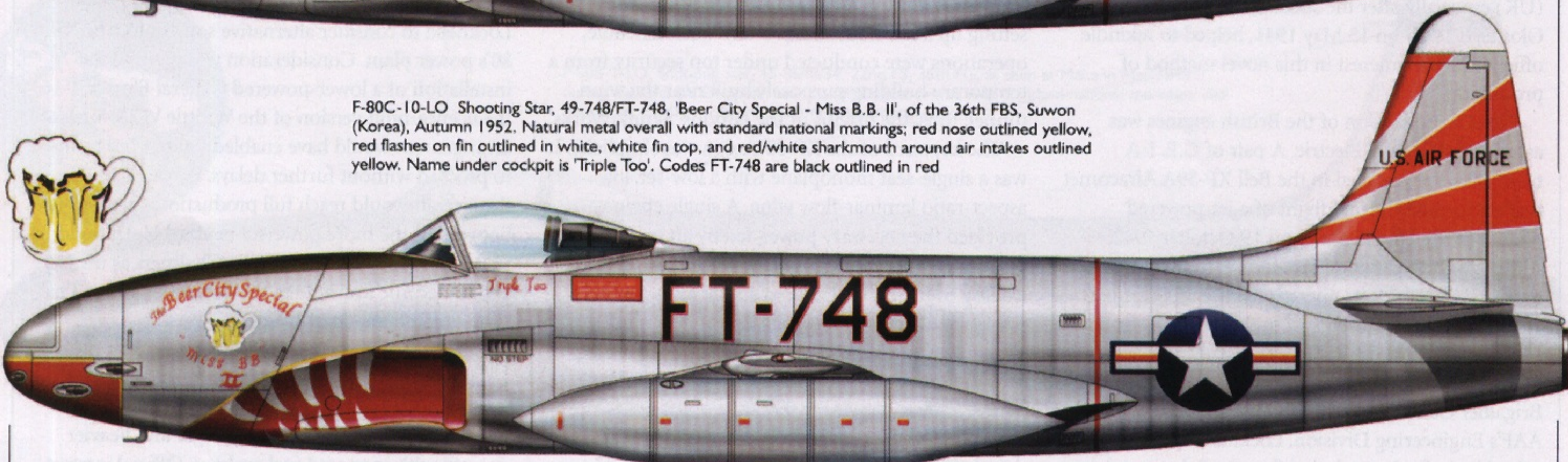
F-80C-10-LO Shooting Star, 49-795/FT-795, 'Kansas Tornado', flown by Capt Howard Curran, Suwon (Korea), July 1951. Natural metal overall with standard national markings; Medium blue nose and tail trim, tip of wingtip tanks, name panel under cockpit and mission markings



F-80C-10-LO Shooting Star, 49-580/FT-580, 8th FBW, Suwon, Korea, autumn 1952. Natural metal overall with standard national markings; blue/yellow/red bands around rear fuselage and flashes in same colours on fin/rudder. UN Forces in Korea marking on both sides of nose



F-80C-10-LO Shooting Star, 49-748/FT-748, 'Beer City Special - Miss B.B. II', of the 36th FBS, Suwon (Korea), Autumn 1952. Natural metal overall with standard national markings; red nose outlined yellow, red flashes on fin outlined in white, white fin top, and red/white sharkmouth around air intakes outlined yellow. Name under cockpit is 'Triple Too'. Codes FT-748 are black outlined in red





Lockheed P-80Bs of the 36th Fighter Group neatly lined up on the grass at Ta' Qali, Malta, on 5 May 1949. The 12 Shooting Stars, which were on a European tour, had been ferried to Scotland on the USS Sicily in 1947, from where they proceeded to Germany (R.J. Caruana)

to be awarded a contract for two XP-80As (44-83021, -83022). In mid-November, Lockheed received a fully certified Halford that had been bench-tested at 10,400rpm providing 3,000lb of thrust, estimated to fall to around 2,460lb when installed. Unfortunately, both intake ducts of the XP-80 collapsed during ground running of the engine on 18 November 1943, the ingested debris severely damaging the engine. Construction and material used around the intake ducts were strengthened while a replacement engine that was shipped from UK on 28 December.

This enabled the XP-80, named 'Lulu-Belle', to perform its maiden flight at 0910 hours on 8 January 1944 at the hands of test pilot Milo Burcham. This lasted only five minutes as the flight was cut short due to undercarriage retraction failure. The pilot also reported that the boosted ailerons were over-sensitive. An hour later, Burcham took up the aircraft for a second flight, and after the undercarriage had retracted smoothly he put up an impromptu display, climbing to 11,000ft (3,355m) followed by a dive to 490mph (788km/h) and a low pass over Muroc Dry Lake before landing. The handling problems were quickly overcome, although other problems revealed during subsequent flight-testing required redesign in certain areas. Among these was a change in wing planform, replacing the blunt wing and tail tips with rounded ones, while leading edge fillets were added at the wing roots.

Work on the XP-80A continued at a brisk pace. It represented a scaled-up version of the earlier prototype although wing area was, in actual fact, somewhat reduced. The first of the pair (44-830021) flew for the first time on 10 June 1944, followed by the second prototype (44-830022) on 1 August. The latter was fitted with a second seat enabling it to carry an engineer as observer during the test flights. Test immediately revealed that the airflow through the intake ducts was extremely unstable. Johnson himself took a ride in the rear seat of 44-830022 and traced the problem to boundary layer separation along the walls of the duct. A simple solution, with the installation of boundary layer bleeds, soon solved the problem. Both prototypes continued to provide valuable experimental data to Lockheed's engineers. Although the first XP-80A was lost on 20 March 1945 due to an engine failure, the second became the first to carry wingtip tanks and eventually was also to serve as test-bed for the installation of the Westinghouse J34 axial-flow turbojet.

On 10 March 1944, 13 YP-80As were ordered as service test aircraft, based on the XP-80A and powered by the General Electric I-40 (J33-GE-9 or -11). The first of these took off on its first flight on 13 September of that same year. Unfortunately, the third

YP-80A (44-83025) was lost on 20 October during its maiden flight, killing its pilot Milo Burcham. Eager to introduce the type into service, the USAAF despatched two YP-80As (44-83026, -27) to England in mid-December 1944; another pair (44-83028, -29) were shipped to the Mediterranean theatre where they were flown extensively, particularly in Italy. Although they performed some operational sorties, no enemy aircraft were encountered. One of the UK examples crashed at Burtonwood, killing Major Frederick Borsodi who was at the controls. Rolls Royce fitted a B-41 (prototype of the Nene) to the other YP-80A.

Into Service

By Letter Contract W33-038-ac-2527 of 4 April 1944, the USAAF ordered two batches of 500 aircraft each of the P-80A-1, which was by that time known as the 'Shooting Star'. An additional order was placed in June 1945 for an additional 2,500 examples which was cut back to 917 following VJ-Day. Another contract which never got off the ground had been placed with North American on 19 January 1945 for 1,000 P-80Ns, the whole order being after VE-Day.

The production Shooting Star differed little from the YP-80A. A pair of dive-brakes were now fitted under the central fuselage and a landing light was installed in the nose. An initial batch of 345 examples (44-84992 to -85336), bearing the designation P-80A-1-LO were powered either by the General Electric J33-GE-11 or its Allison-built sister, the J-33-A-9. The more powerful Allison J-33-A-17 was fitted to the 218 examples that followed (44-85337 to -85941, 45-8301 to 45-8262), now known as P-80A-5-LOs. On the latter, a pair of landing lights was fitted to the nose-wheel leg; most examples of the initial production batch were eventually upgraded to this standard. By this time, maximum speed of the Shooting Star had risen to 560mph (901km/h) at sea level, and the aircraft clocked 550mph (885km/h) at 10,000ft (3,050m). The armament bay had been redesigned, housing six 0.50in machine guns in the nose. Most prominent feature, however, was the housing of tanks under the wingtips. These tanks not only improved aerodynamic characteristics of the P-80, but also reduced drag and improved aileron effectiveness.

Deliveries to the USAAF began in July 1945 but by the following year only two of the 52 groups in the air force were fully equipped and combat-ready. P-80A-1-LO 44-85042 was the first to be field-modified for photo-reconnaissance duties and re-designated ERF-80A-1-LO, and was soon followed by 44-85201 which was taken off the production line and fitted with a new nose housing a set of cameras. This

unarmed version became known as the XFP-80A and eventually gave birth to the FP-80A-5-LO (later RF-80A), 38 of which were produced from existing stocks, followed by a batch of 114 newly built examples. A different camera nose was fitted to 66 ex-P80As under the designation RF-80A-15-LO.

The US Navy received three P-80As (USN BuNos 29667-29669). Simulated carrier landings at NAS Patuxent River (Maryland) were conducted with 29667, while 29668 performed a series of landings and take-offs on board USS *Franklin D. Roosevelt* during 1946, with Lt Col Marion Carl (Marine Corps) at the controls. However, no further Navy interest in a navalised version of the Shooting Star was shown.

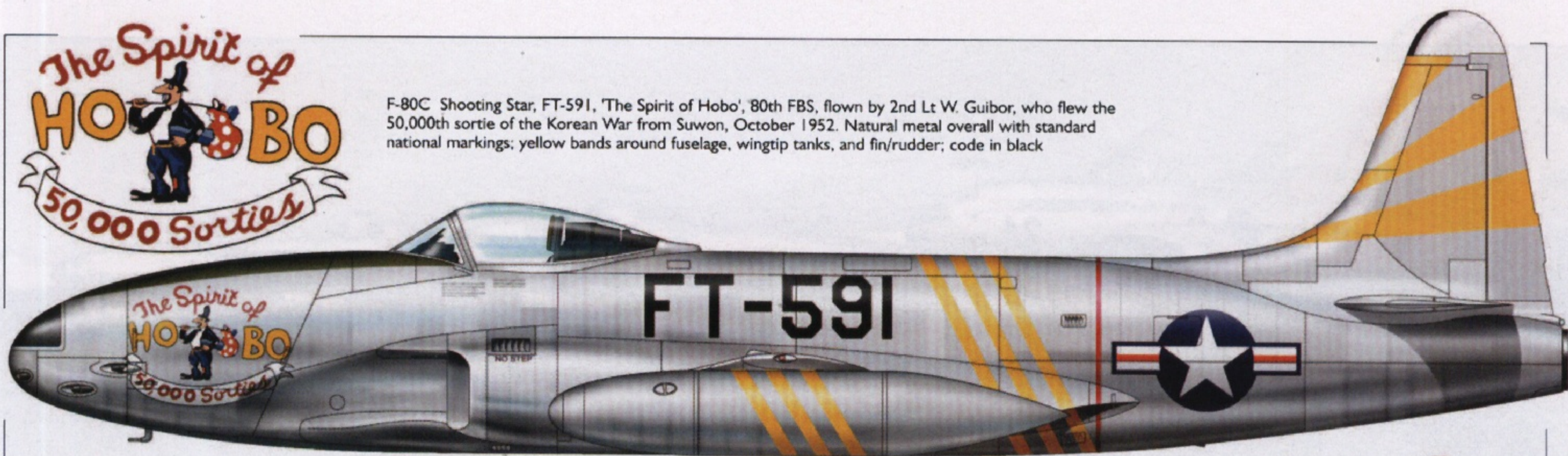
A number of interesting projects involved the use of P-80As. One of these was concerned with the possibility of extending the aircraft's range; a mother aircraft would tow the fighter to the battle zone where it was then let free to engage the enemy. A test flight on 23 September 1947 nearly ended in tragedy when the tow bar from the B-29 failed to release, and eventually snapped blocking the fighter pilot's view. Although the P-80A (44-85044) landed back safely, the programme was terminated. Another strange arrangement was the installation of four guns in the nose that could be elevated to 90 degrees, firing upwards. This idea, too, was abandoned after tests revealed that the aircraft vibrated wildly, sending the guns way off target. Other experiments included the installation of rockets in the nose, rocket launchers in place of the wingtip tanks or four 20mm cannon instead of the 0.50in guns.

The XP-80B was modified from P-80A-1-LO 44-85200 to take the 4,000lb Allison J-33-A-17 engine equipped with water/methanol injection. Lockheed also fitted an ejector seat of its own design, and made provision for the use of Jet Assisted Take Off (JATO) rocket boosters. The earlier glazed nose was replaced by a black fairing housing the aerial for the AN/ARN-6 Direction Finding (DF) set. 209 examples of the P-80B-1-LO were delivered by March 1948, together with a further 31 P-80B-5-LO which were 'winterised' for service in the Arctic regions of Alaska. First operational examples of the P-80B were delivered to the 1st Fighter Group based at March Field (California) in June 1946.

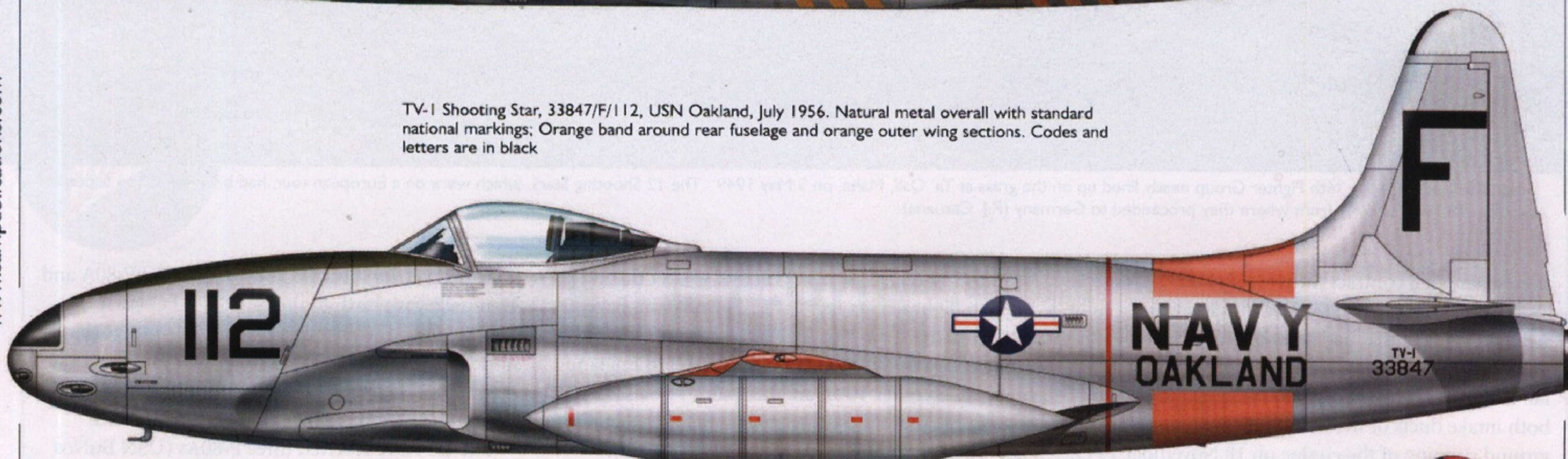
Lockheed were now eagerly looking at the world speed record, which, at the time, was held by the Gloster Meteor F.4. This had been set on 7 September 1946 by Gp Capt E.M. Donaldson at 615.8mph (991km/h). XP-80B 44-85200 was modified for the record run (becoming the XP-80R), but failed to surpass the 600mph mark during its first attempts. Its J33-A-17 engine was replaced by a 4,600lb st



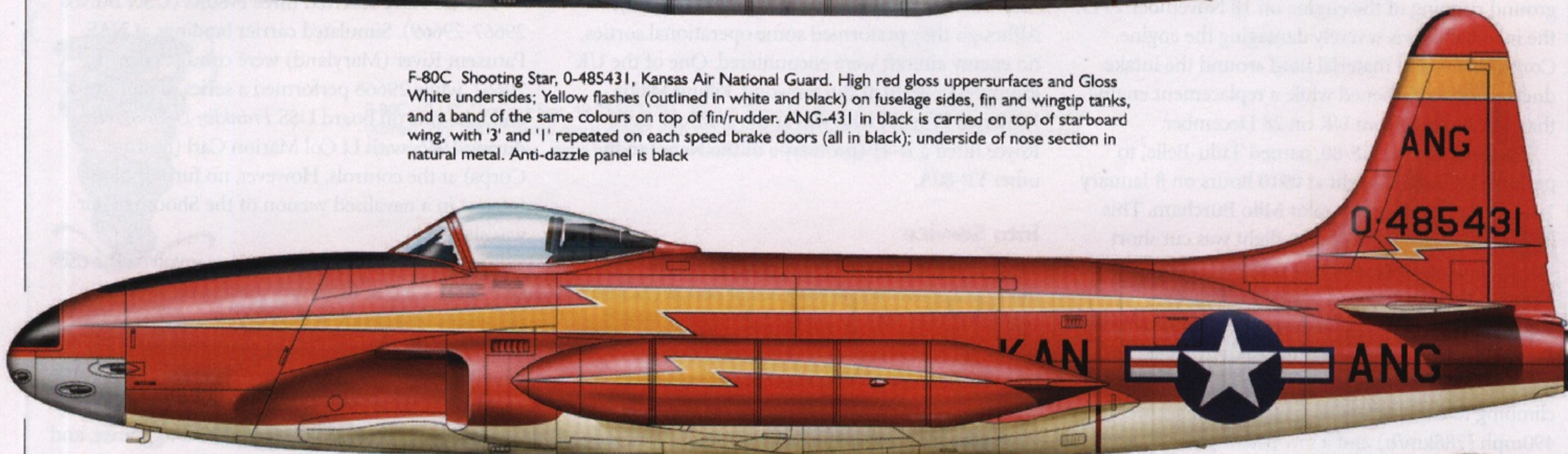
F-80C Shooting Star, FT-591, 'The Spirit of Hobo', 80th FBS, flown by 2nd Lt W. Guibor, who flew the 50,000th sortie of the Korean War from Suwon, October 1952. Natural metal overall with standard national markings; yellow bands around fuselage, wingtip tanks, and fin/rudder; code in black



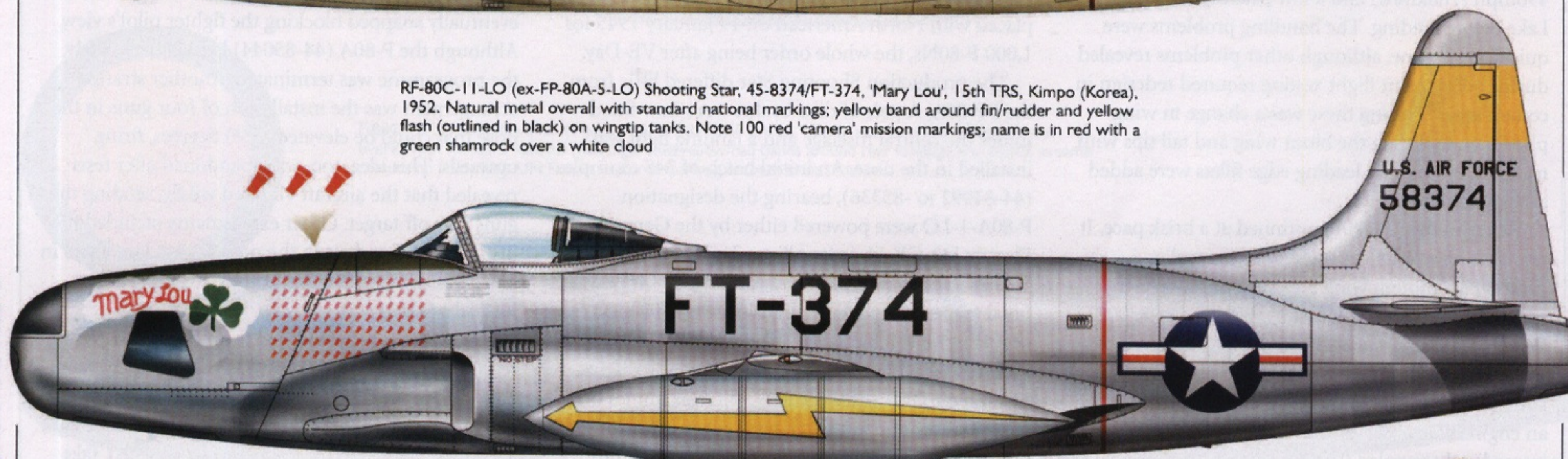
TV-1 Shooting Star, 33847/F/112, USN Oakland, July 1956. Natural metal overall with standard national markings; Orange band around rear fuselage and orange outer wing sections. Codes and letters are in black



F-80C Shooting Star, 0-485431, Kansas Air National Guard. High red gloss uppersurfaces and Gloss White undersides; Yellow flashes (outlined in white and black) on fuselage sides, fin and wingtip tanks, and a band of the same colours on top of fin/rudder. ANG-431 in black is carried on top of starboard wing, with '3' and '1' repeated on each speed brake doors (all in black); underside of nose section in natural metal. Anti-dazzle panel is black



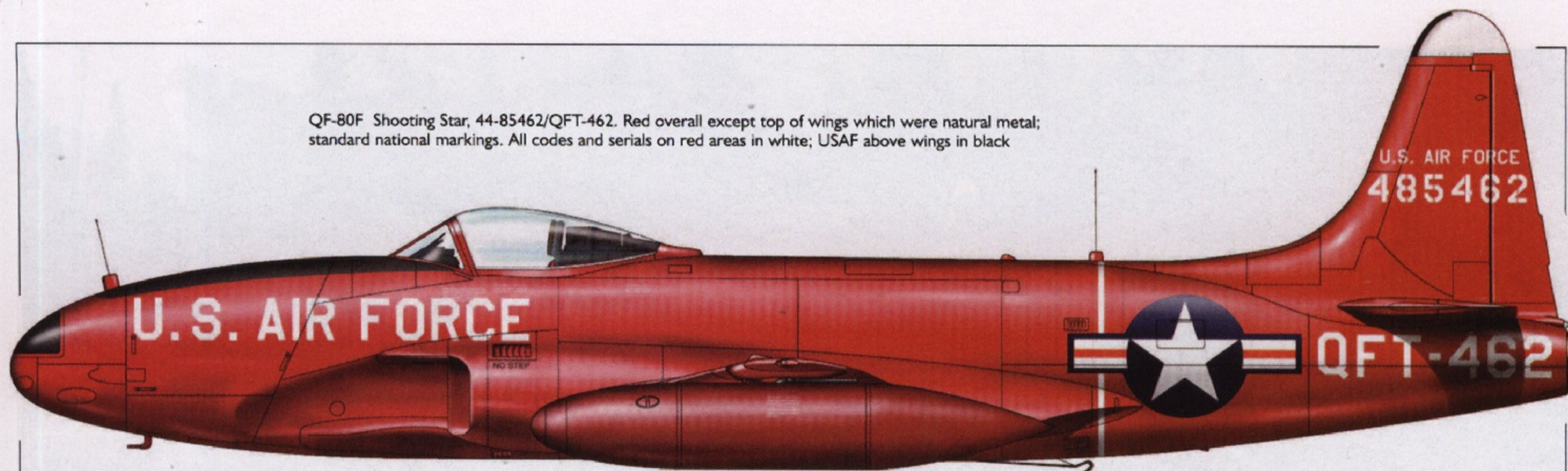
RF-80C-11-LO (ex-FP-80A-5-LO) Shooting Star, 45-8374/FT-374, 'Mary Lou', 15th TRS, Kimpo (Korea), 1952. Natural metal overall with standard national markings; yellow band around fin/rudder and yellow flash (outlined in black) on wingtip tanks. Note 100 red 'camera' mission markings; name is in red with a green shamrock over a white cloud



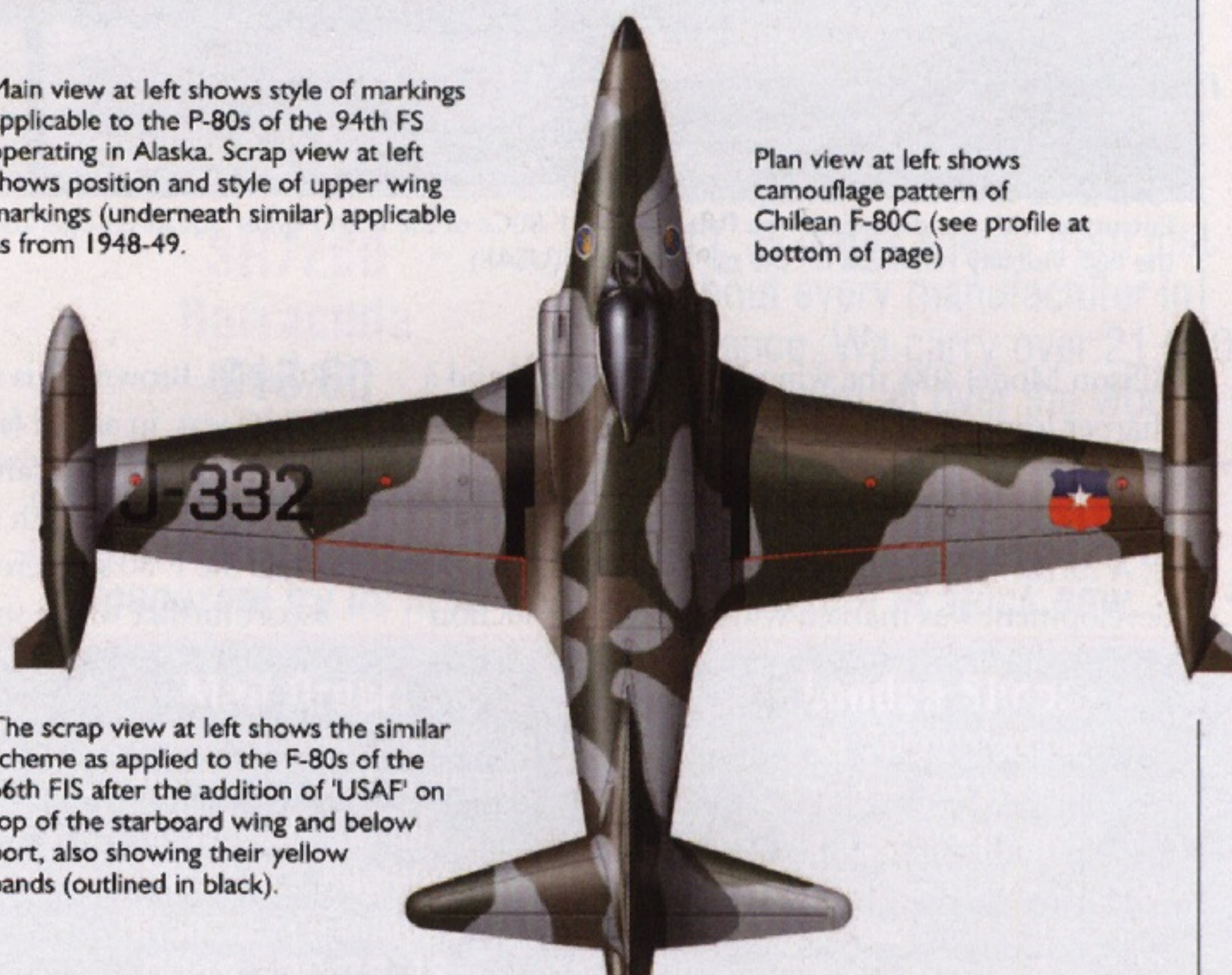
FP-80A-5-LO Shooting Star, 44-85467/FT-467, 45th TRS, Kimpo (Korea), 1952. Dark Green uppersurfaces over natural metal undersides; lettering and numbers, and upper section of warning band just ahead of national marking. Dark blue band with white polka dots on fin/rudder



QF-80F Shooting Star, 44-85462/QFT-462. Red overall except top of wings which were natural metal; standard national markings. All codes and serials on red areas in white; USAF above wings in black

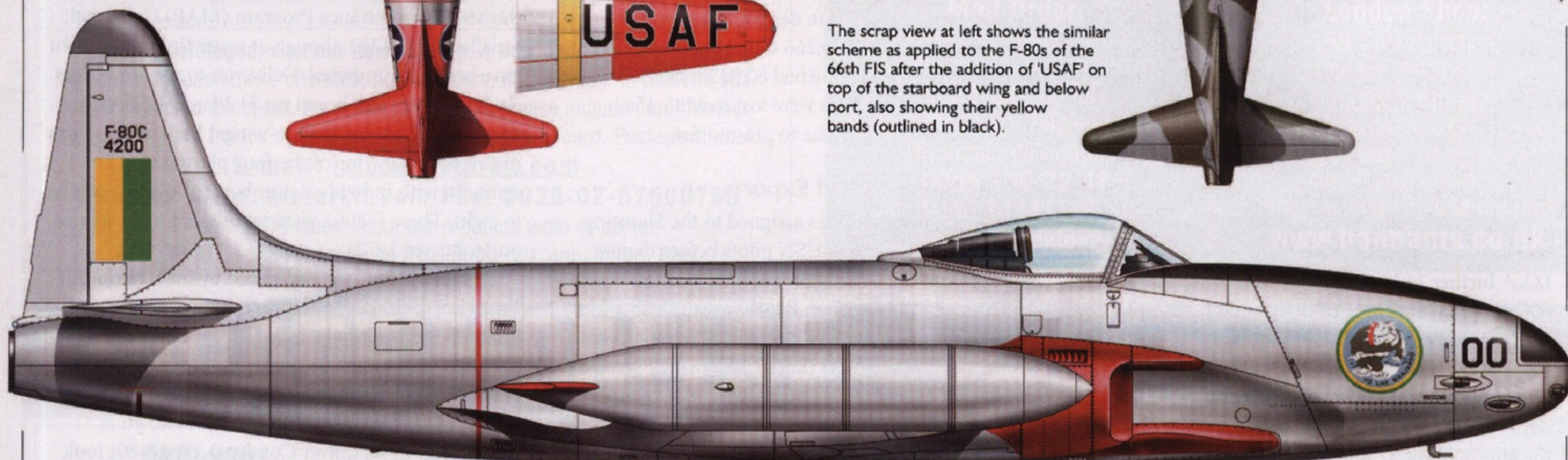


Main view at left shows style of markings applicable to the P-80s of the 94th FS operating in Alaska. Scrap view at left shows position and style of upper wing markings (underneath similar) applicable as from 1948-49.



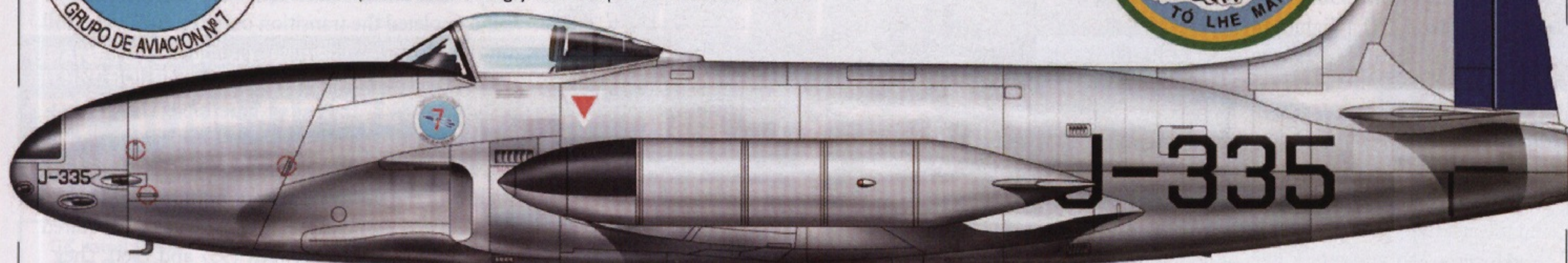
Plan view at left shows camouflage pattern of Chilean F-80C (see profile at bottom of page)

The scrap view at left shows the similar scheme as applied to the F-80s of the 66th FIS after the addition of 'USAF' on top of the starboard wing and below port, also showing their yellow bands (outlined in black).

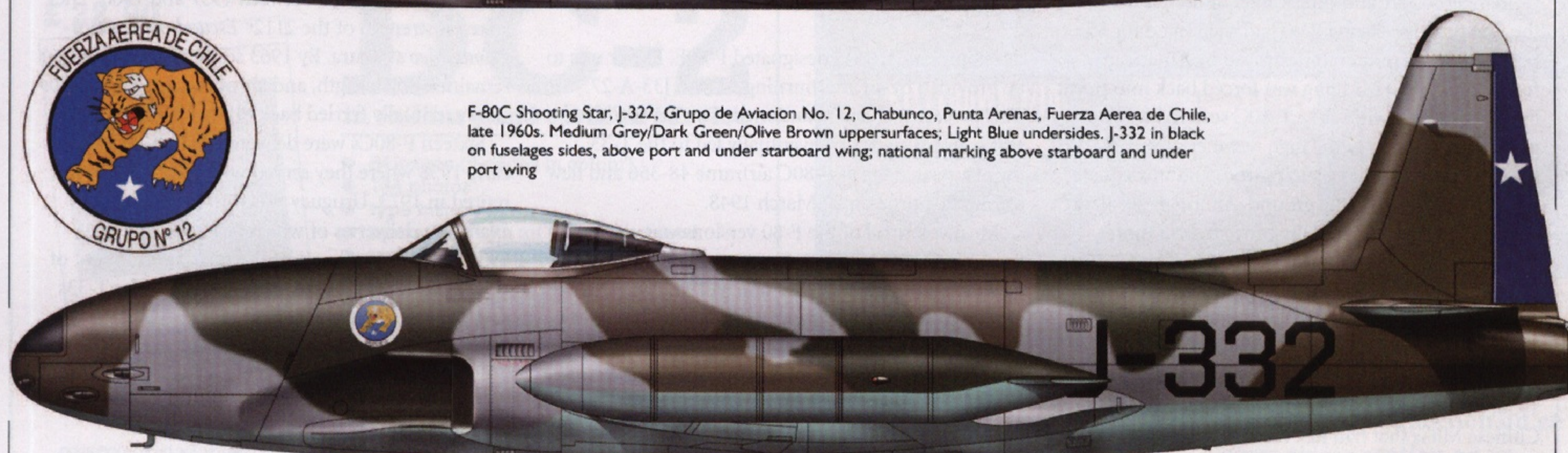


Above: F-80C Shooting Star, 4200/OO, 1^o/4^o GAvCa. Brazilian Air Force, 1958-59. Natural metal overall with national markings in four wing positions positions; Black inside face of wingtips and red air intakes and wingtip tank finlets. Anti-dazzle panel is black

Below: F-80C Shooting Star, J-335, Grupo No. 7, Fuerza Aerea de Chile, Los Cerrillos, Santiago, 1959. Natural metal overall with black anti-dazzle panel and windscreen framing; code J-335 is repeated on top of port wing and below starboard while the national marking is carried on top of starboard wing and below port. Inboard of wingtip tanks and part of front section in black



F-80C Shooting Star, J-322, Grupo de Aviaci3n No. 12, Chabunco, Punta Arenas, Fuerza Aerea de Chile, late 1960s. Medium Grey/Dark Green/Olive Brown uppersurfaces; Light Blue undersides. J-322 in black on fuselages sides, above port and under starboard wing; national marking above starboard and under port wing





Entrusted with the defence of the Polar region, F-80Cs of the 66th Fighter Squadron operated in extreme conditions. FT-542 displays the unit's characteristic yellow nose markings together with the high visibility red areas on the tail and wings (USAF)

Allison Model 400, the wingtips were clipped and a sharper leading edge fitted to the wings. In this form it managed to clock 623.738mph (1003.78km/h) while being flown by Col A. Boyd on 19 June 1947.

A further step forward in the Shooting Star's development was marked with its final production variant, the P-80C. Initially it was produced in two batches, 162 P-80C-1-LOs and 76 P-80C-5-LOs powered by the 4,600lb st Allison J-33-A-23. These were followed by 561 P-80C-10-LOs that had the 5,400lb st Allison J-33-A-35 engine.

During the change of USAF designation in June 1948, versions of the P-80 and FP-80 became F-80 and RF-80 respectively. During the mid-fifties 137 F/RF-80As were upgraded to F/RF-80C standard, bearing designations F-80C-11-LO and RF-80C-11-LO. A further 117 F-80Bs were also converted to F-80C standard and were re-designated F-80C-12-LOs.

Into Action

The Shooting Star had its baptism of fire barely two days after the beginning of hostilities in Korea. On the afternoon of 27 June 1950, F-80Cs from the 35th Fighter Bomber Squadron (FBS) engaged eight Ilyushin Il-10s, sending four of them down in flames within minutes. Cpt R. Schillereff and Lt R. Dewald bagged one each, while Lt R. Wayne scored a double.

At that time, there were nine Far East Air Forces (FEAF) units of the 5th AF, all based in Japan. These were the 7th, 8th, 9th, 35th, 36th and 80th FBS and the 39th, 40th and 41st Fighter Interception Squadrons (FIS). In addition, a number of RF-80As were operating within the 8th Tactical Reconnaissance Squadron (TRS).

Needless to say, the use of a jet fighter in combat was still a very much an unknown quantity, and at first several losses were recorded due to inexperience and the fact that the F-80 was being mainly used in the dangerous ground-attack role. Although within the first three weeks the F-80 had accounted for 85 percent of enemy aircraft destroyed by American forces, the P-51D Mustang was forced back into front line service for a while. The F-80C suffered from general fatigue due to the high number of sorties flown, the endurance of such sorties and inadequate servicing facilities on the ground. Although the F-84E Thunderjet would eventually prove to be a more rugged aircraft, and more suited to the role of ground attack, these were still in short supply and by 1951 most F-80 units were back to full combat status.

Meanwhile, the Shooting Star had already met a formidable opponent - the MiG-15. On 8 November 1950, two flights from the 51st FIW dived upon six Chinese MiGs that had just crossed the Yalu River. Five of them promptly turned back for home, the sixth being shot down after a hot pursuit by Lt

Russell J. Brown. This was to be a rare incident, as the F-80C was, in actual fact, no match to the Soviet-built fighter. The balance in 'Mig-Alley' was only to be re-established with the arrival of the F-86 Sabre, while the F-80 soldiered on providing fighter-bomber escort further to the south. During its Korean service, the F-80C scored six MiG victories, shot down a further 31 enemy aircraft, destroyed 21 on the ground and dropped 33,266 tons of bombs, 8,327 tons of napalm and launched 80,935 rockets. Fourteen Shooting Stars were lost to MiG-15s together with 113 lost due to ground fire.

Other Versions and Exports

Among the diverse duties assigned to the Shooting Star was the training of USN pilots before their passage onto the Grumman F9F Panther and McDonnell F2H Banshee. For this purpose, the Navy ordered the conversion of 49 P-80C-1-LOs and one P-80C-5-LO into TO-1s (later TV-1) which received BuNos 33821 to 33870. These saw service with VF-52 of the USN and VMF-311 of the Marine Corps, until they were eventually transferred to reserve units.

The F-80D consisted of a proposal to fit the Allison J33-A-29 and upgraded instrumentation, which was not taken up by the USAF. Swept wings and tail surfaces were considered for an F-80C



4201 is one of the surviving F-80Cs supplied to Brazil in 1958. Playing card symbols were used to distinguish the four 'wings' of Grupo 40 within which they operated (Marcelo Gonçalves Rabello)

development (L-181) designated F-80E. Power was to be provided by an afterburning Allison J33-A-27. This project was also abandoned. The TP-80C two-seat conversion, which eventually led to the T-33 trainer, started life as P-80C airframe 48-356 and flew for the first time on 22 March 1948.

Most colourful of the F-80 versions was, without doubt, the QF-80. Sperry Gyroscope launched the conversion of this drone version in 1951, where all armament was removed and radio-control equipment installed. Since manual controls had been retained, the aircraft could be flown manned or unmanned. The first batch consisted of eight examples, soon followed by a second batch of 14 that featured the larger Fletcher wingtip tanks which, in fact, contained cameras rather than fuel. Further orders

were placed with Sperry for the conversion of 55 drones in November 1954, a number of which had improved radio control equipment and provision for runway arrestor hooks (QF-80F).

Exports of the F-80 were limited to South American countries, with Brazil enjoying the lion's share. Thirty-three examples were delivered through the Military Assistance Program (MAP) Grant Aid, serialled 4200-4232, though at some time they might have been re-numbered. Deliveries to the 40° *Grupo de Aviação de Caça* began on 31 March 1958, where they were divided into four 'wings'. Each of these was distinguished by one of the four playing card symbols, with individual numbers running from one to eight. These F-80Cs were withdrawn from service on 16 August 1973.

Eighteen F-80C were acquired by the Chilean Air Force in 1957, serialled J-300 to J-347, and were assigned to the *Grupo 7* based at Los Cerrillos, Santiago. The first three arrived in Chile during the first quarter of 1958 and by the following year the *Grupo* had formed an aerobatic team known as *Cóndores de Plata* (Silver Condors). Five F-80s took part in exercise Banyan Tree III in the Panama Canal zone during March 1960 in co-operation with other units from the USAF, Brazil, Columbia, Panama and Peru. In 1964, the Shooting Stars were transferred to *Grupo 9* at El Tepual and three years later, all surviving F-80s (together with T-33s) moved to *Grupo 12* based at Chabunco. By 1974, the latter unit had completed the transition onto the A-37, when all remaining F-80s were finally retired.

Columbia received 16 F-80Cs, 13 of which had been delivered by the end of June 1958. These were assigned to the 10° *Escuadrón de Caza-Bombardeo* based at Palanquero. Attrition was very high, and all but one of the surviving aircraft were returned to the US. An equal number of Shooting Stars was acquired by Ecuador, delivered between 1957 and 1960. They were on strength of the 2112° *Escuadrón de Caza-Bombardeo* at Taura. By 1963 some 11 examples had remained on strength, and six of the surviving F-80s were eventually ferried back to the US in 1965.

Sixteen F-80Cs were delivered to Peru as from early 1958 where they served with *Grupo 13* until retired in 1973. Uruguay was the recipient of 14 examples, deliveries of which began in February 1958. They formed part of the mixed equipment of *Grupos de Caza 1* and *2*, flying alongside the T-33s and T-6s, well into the 1960s.

Richard J. Caruana

Acknowledgements

My thanks once more goes to Milosh Gazdic for his co-operation, and José Silva and Dusan Vuskovic Berenguer for their generous help.

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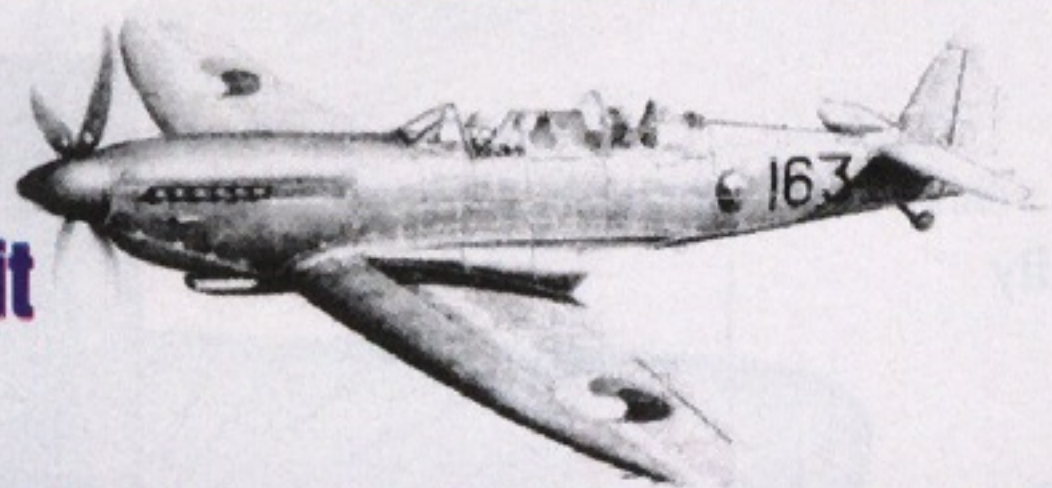
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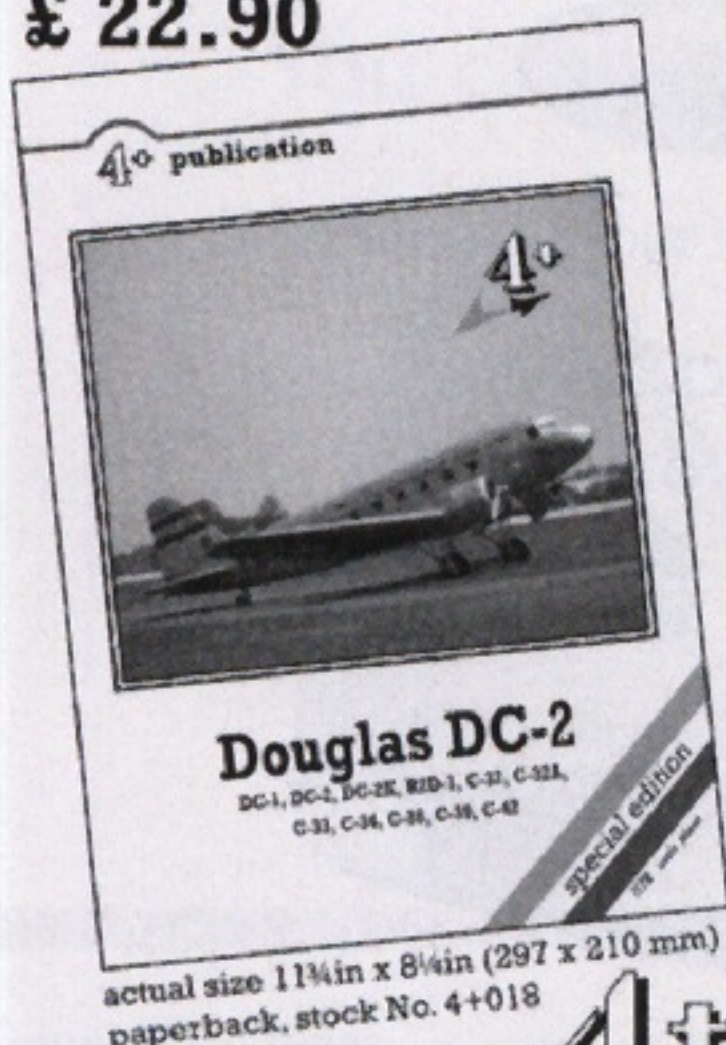
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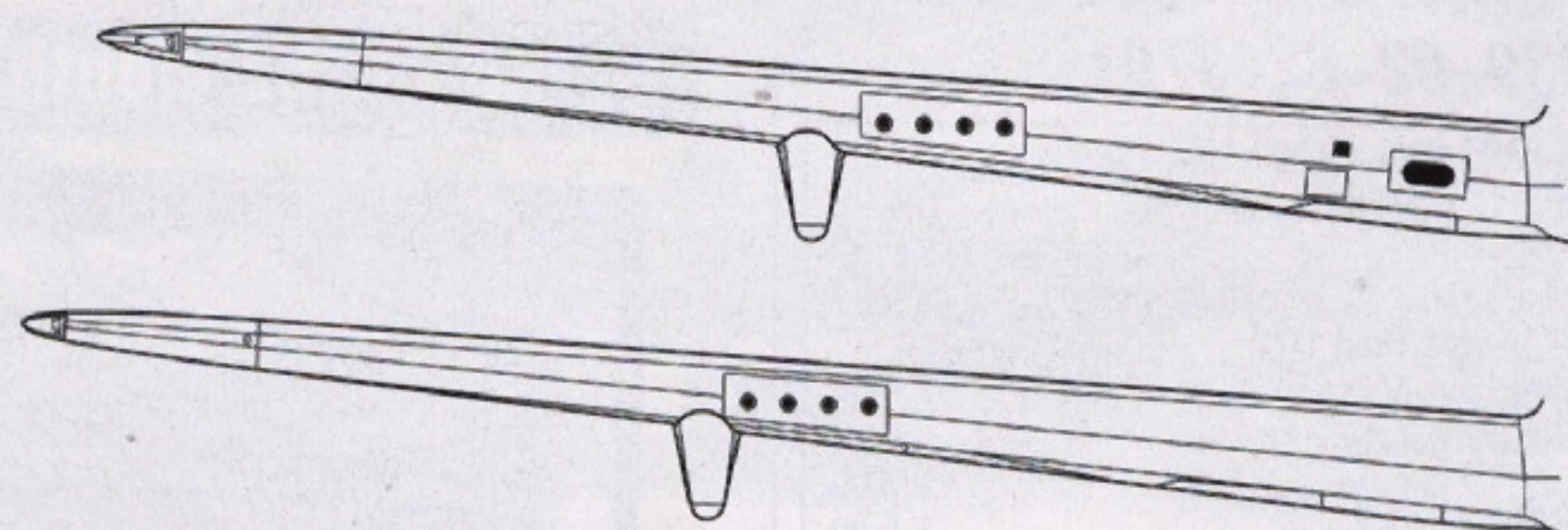
Thunderbolt Postscript

by Richard J. Caruana

First of all I wish to thank all those who wrote in pointing out certain inaccuracies in the P-47 features. To begin with here is a revised scale drawing for the P-47B showing the flatter early ventral fuselage prior to the introduction of the fairing for the central pylon. The other front views show the alignment of the guns on all version which should be perfectly horizontal and not in line with the wing's centreline.

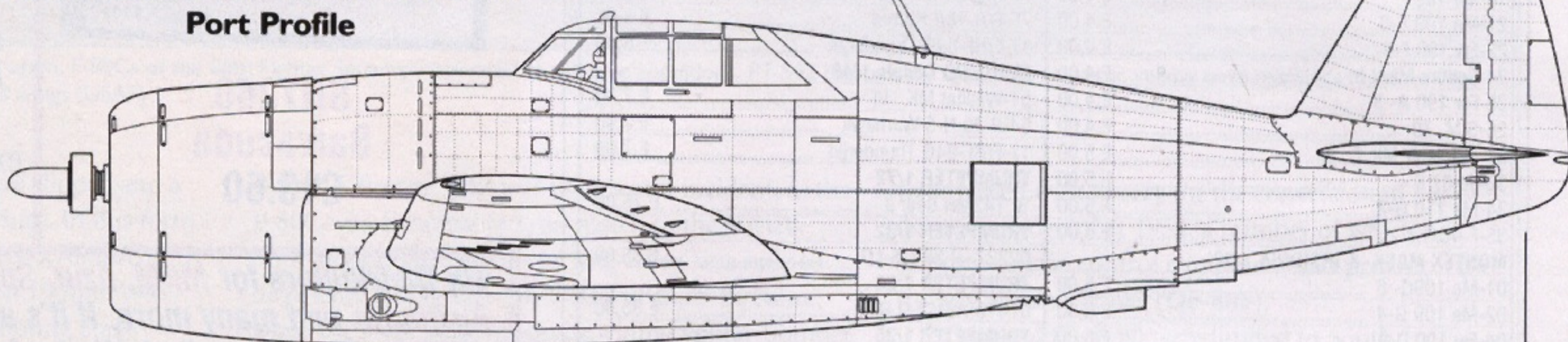
Mr Gerry Boyce remarked about Republic P-47N-5-RA, 44-88391/774, 456th FS, 414th FG, 20th AF, 1945. To begin with, the last digit in the serial was inadvertently covered up by the tail colour; however his main concern regarded the yellow colour as, he rightly states, several sources claim this to be light blue. I agree with him about this claim, and so it should be as that was the unit colour. However, other sources refer to the colour as yellow, with one particular source even claiming the front of the cowling to be light blue and the tail in yellow! This is not the only example where confusion on colours of this short-lived unit exist. A particular case in point concerns 44-88572, similarly finished to my earlier rendering of 'Gerry' with yellow nose and tail. A colour photo of this aircraft exists, showing it wearing the yellow markings of the 413th FS while it is carrying the fuselage code '712' which clearly denotes that it belonged to the 437th FS. The yellow, yellow/light blue, light blue versions of 'Gerry' could probably be attributed to 44-88391's markings evolution on transition from the 413th to the 456th FS.

Mr Dave Menard also pointed out that P-47N coded H-NG carries the full code NG-535 under the port wing; however, the NG- is hidden behind the pylon in the profile.

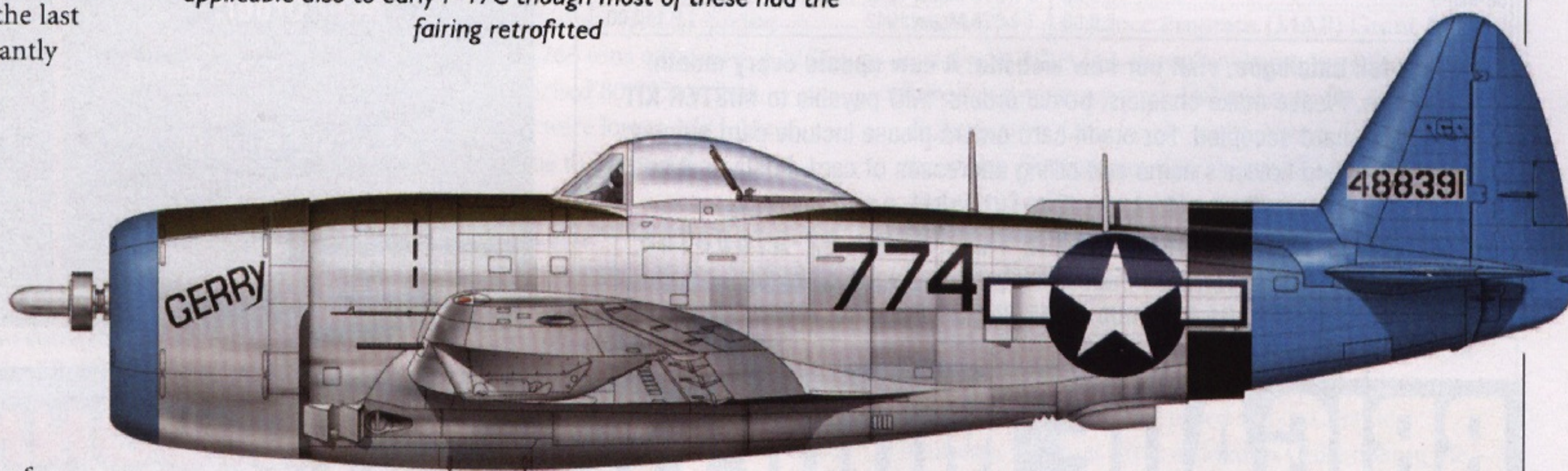


Scrap front views showing gun alignment on P-47B-D (top left) and P-47N (bottom left)

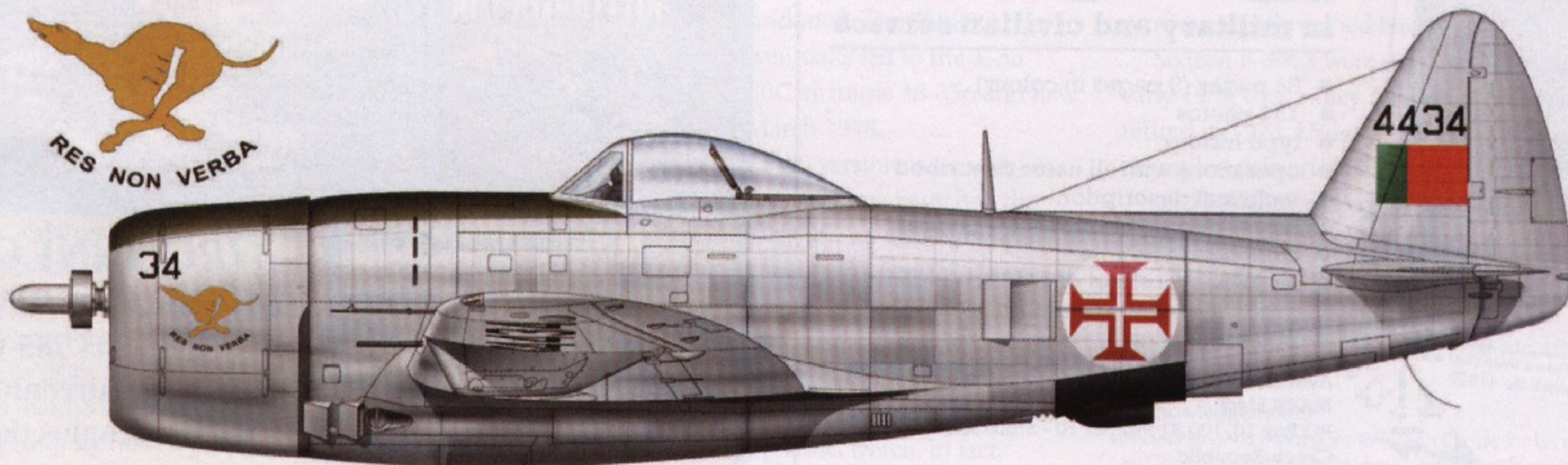
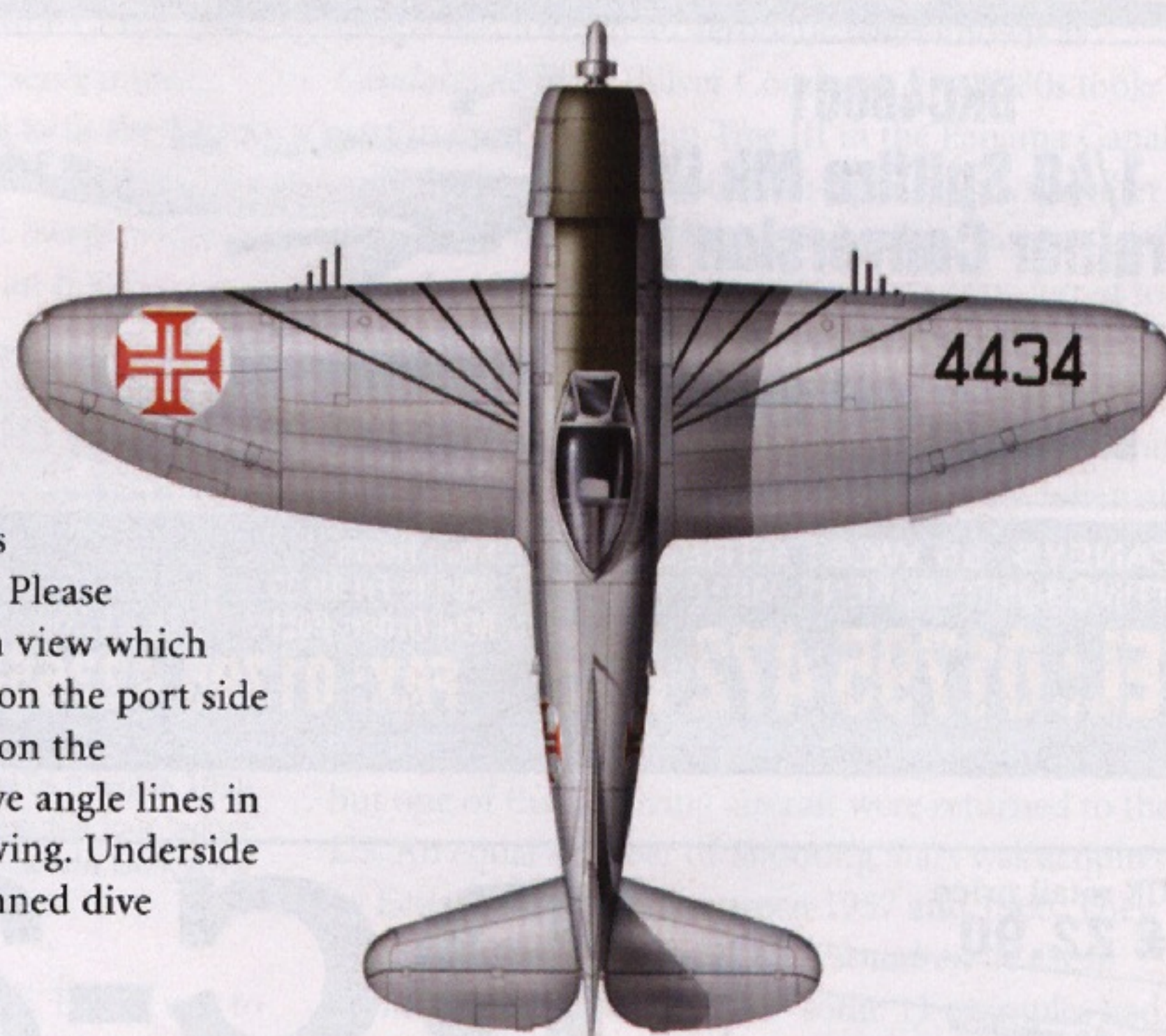
REPUBLIC P-47B THUNDERBOLT
Port Profile



Flat ventral fuselage prior to introduction of pylon fairing; applicable also to early P-47C though most of these had the fairing retrofitted



Mr Jose Silva has kindly furnished me with further details regarding the wing markings of Portuguese P-47s, and I have taken the opportunity of doing a completely new profile, as it now includes the unit marking. Please note the details on the upper plan view which shows the national marking only on the port side while the aircraft serial is carried on the starboard. Also of note are the dive angle lines in black carried fan-wise along the wing. Underside details are similar, without the fanned dive markings.



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The Film

Directed by the legendary Guy Hamilton (*Goldfinger*, *Diamonds Are Forever*) and featuring a stellar cast including Michael Caine, Trevor Howard, Laurence Olivier, Christopher Plummer, Robert Shaw, Susannah York and Edward Fox *The Battle of Britain* is the story of how the Royal Air Force, outnumbered by the German Luftwaffe, managed to overcome insurmountable odds and win the battle for air supremacy over Britain during the early days of World War II. With stunning cinematography a moving soundtrack and spectacular aerial combat sequences *The Battle of Britain* is a must for all war film fans.

The 'Lost' Soundtrack

There is also a fascinating story behind the soundtrack for *The Battle of Britain*. Sir William Walton composed the original music for the 1969 classic production but it is thought that the brevity of his score was a determining factor in its rejection by the studios. Instead, the studios commissioned the composer Ron Goodwin to write a new score for the film. The only piece of Walton's score used in its entirety in the film was the famous *Battle in the Air* sequence.

The recording of the original Walton score was then lost for many years until the assistant music editor Timothy Gee, one of the last surviving crew members, decided to track it down. He has subsequently told us how disappointed the director, cast and crew were that the film would not be seen with the Walton score.

Miraculously the score, made up from three reels, was recovered in recording engineer Eric Tomlinson's damp garage where it had been stored until 1990.

Gee then worked closely with MGM to restore Walton's soundtrack to its original glory in time for the Special Edition DVD release, and now for the very first time *The Battle of Britain* can be watched and enjoyed with Walton's stirring score.

The two-disc Special Edition DVD release includes the following extras:

- Recollections of an RAF Squadron Leader featurette
- Authenticity in the Air featurette
- A Film For The Few – Making of featurette with Guy Hamilton, Michael Caine, Susannah York, Christopher Plummer and Bernard Williams
- Battle For The Battle Of Britain documentary
- Images From The Sky animated photo gallery
- Audio Commentary by director Guy Hamilton, Bernard Williams and Paul Annet
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- William Walton Score in 5.1 DTS
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To commemorate the 60th anniversary of D-Day, MGM is releasing this classic British war film on a two-disc *Special Edition* DVD. With restored picture and sound it also includes, for the first time, Sir William Walton's original score, which was composed and then not used in its entirety on the final film... until now.

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Scale Aviation Modeller International – May 2004



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1/48th Scale

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An Accurate P-51

by Steve Evans

Is there really anyone reading this who doesn't know at least something about the history of the P-51 Mustang?

The whole project was a North American Aviation company response to the British Purchasing Commission asking them to undertake sub-contract building of the Curtiss P-40. North American said they could come up with something much better and true to their word, they did just that.

The cannon armed P-51 was the first version of this famous fighter to see service with the United States Army Air Force, a number having been kept back from a batch that was to be supplied to the Royal Air Force as the Mustang Mk Ia.

The Allison power plant of these early versions was unsuitable for high altitude work, which meant that nearly all of the first sub-types were used in the Army co-operation roles for ground attack and close support missions. Many P-51s were converted to F-6As and used for long-range photo-reconnaissance; an aircraft of this type flew the first USAAF Mustang mission of the war.

Soon after, the British once again intervened and had the legendary Merlin engine shoe-horned into the

slim nose of the P-51 airframe and the rest, as they say, is history.

The Kit

Accurate Miniatures certainly know how to make a kit appealing to the eye: some reasonable artwork on the top, a photo of a completed model on the bottom and a bit of Mustang history on the side in a number of languages. This history is nothing more than a quick gloss-over but interesting nonetheless. However, the real nice touches are on the inside; the box is split into an upper and lower half by a card separator that has a fine, four-view, line-drawing of the P-51 on it. In the upper half of the box are the three sprues of dark green plastic, which is hard and well formed, whilst below the separator are a single transparency sprue, the decal sheet and the two sheets of instructions. All in all a lovely piece of presentation (See Photo 2).

The green plastic parts are well formed without a single mould mark or ejection pin mark in an awkward spot, there is little flash and the detail work, both raised and recessed, is

very fine indeed, especially the interior which is quite comprehensive. The plastic is, however, a touch on the brittle side, so some care is needed when cutting items from the sprues and trimming.

Instructions

The instruction sheets hark back to an older generation of kit, with only a few sketchy exploded diagrams and

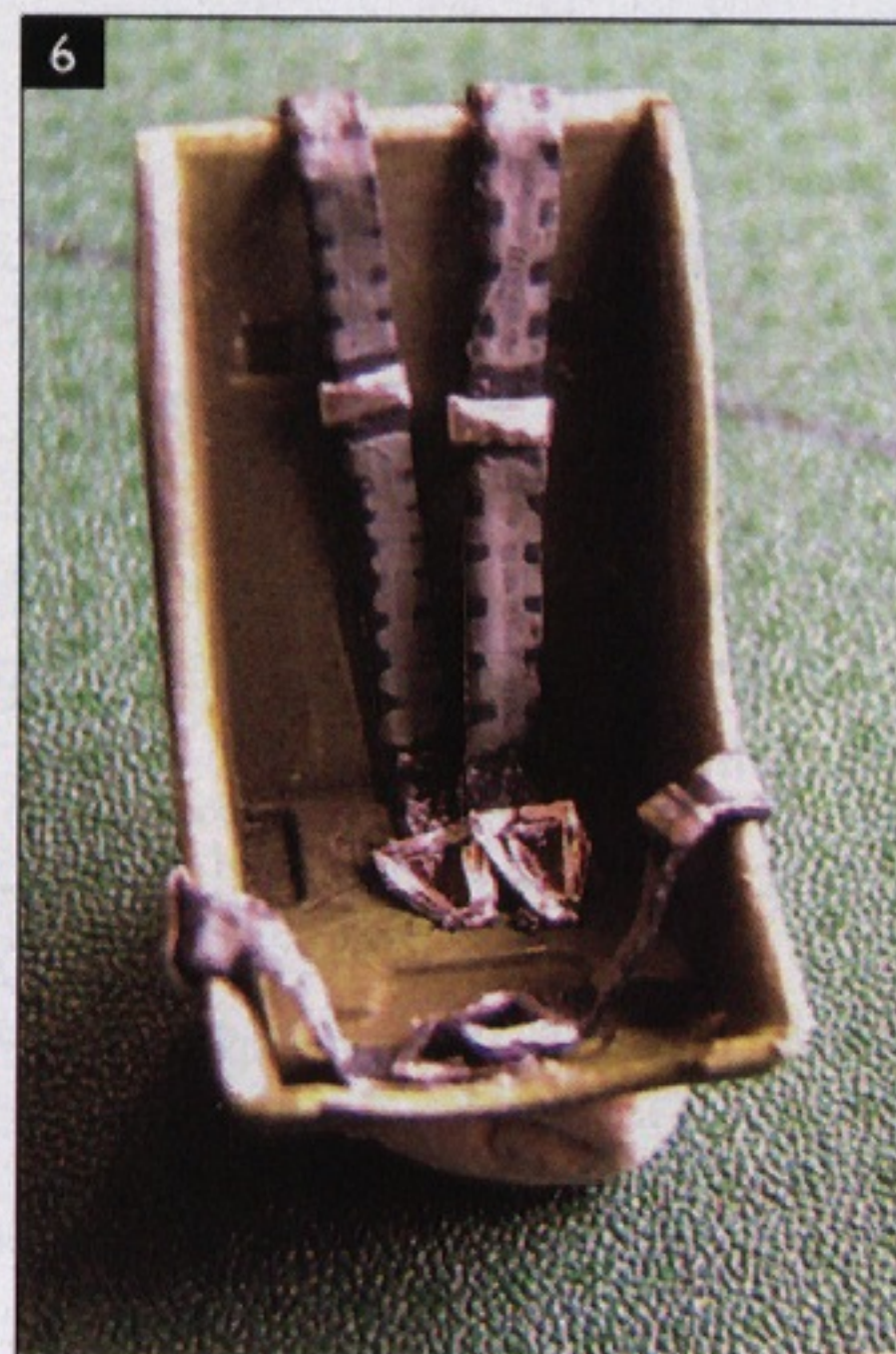
paragraphs of written directions, hints and tips. These instructions are at times a little bit confusing but anyone with even the slightest experience in modelling, will have no difficulty in working out what goes where.

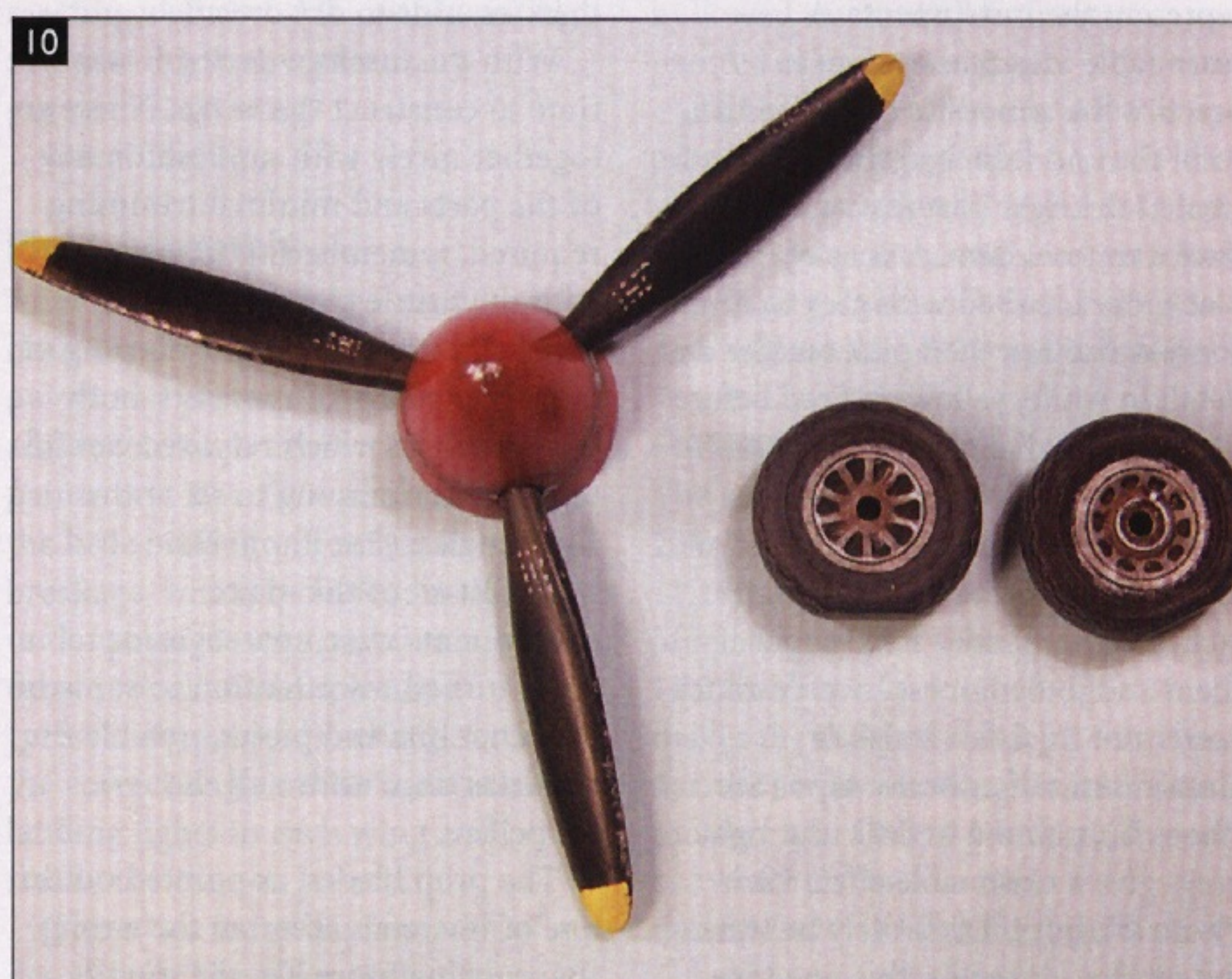
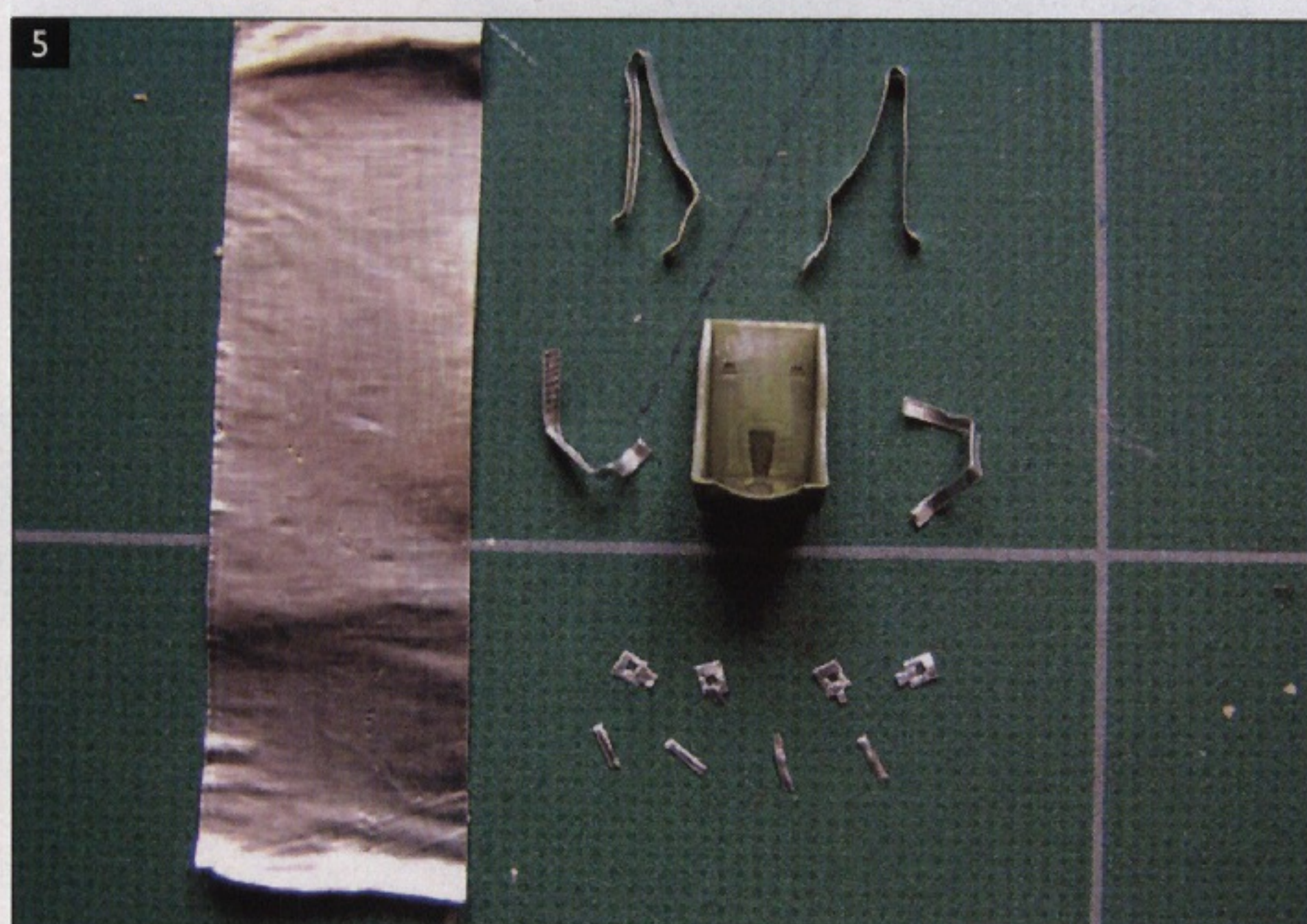
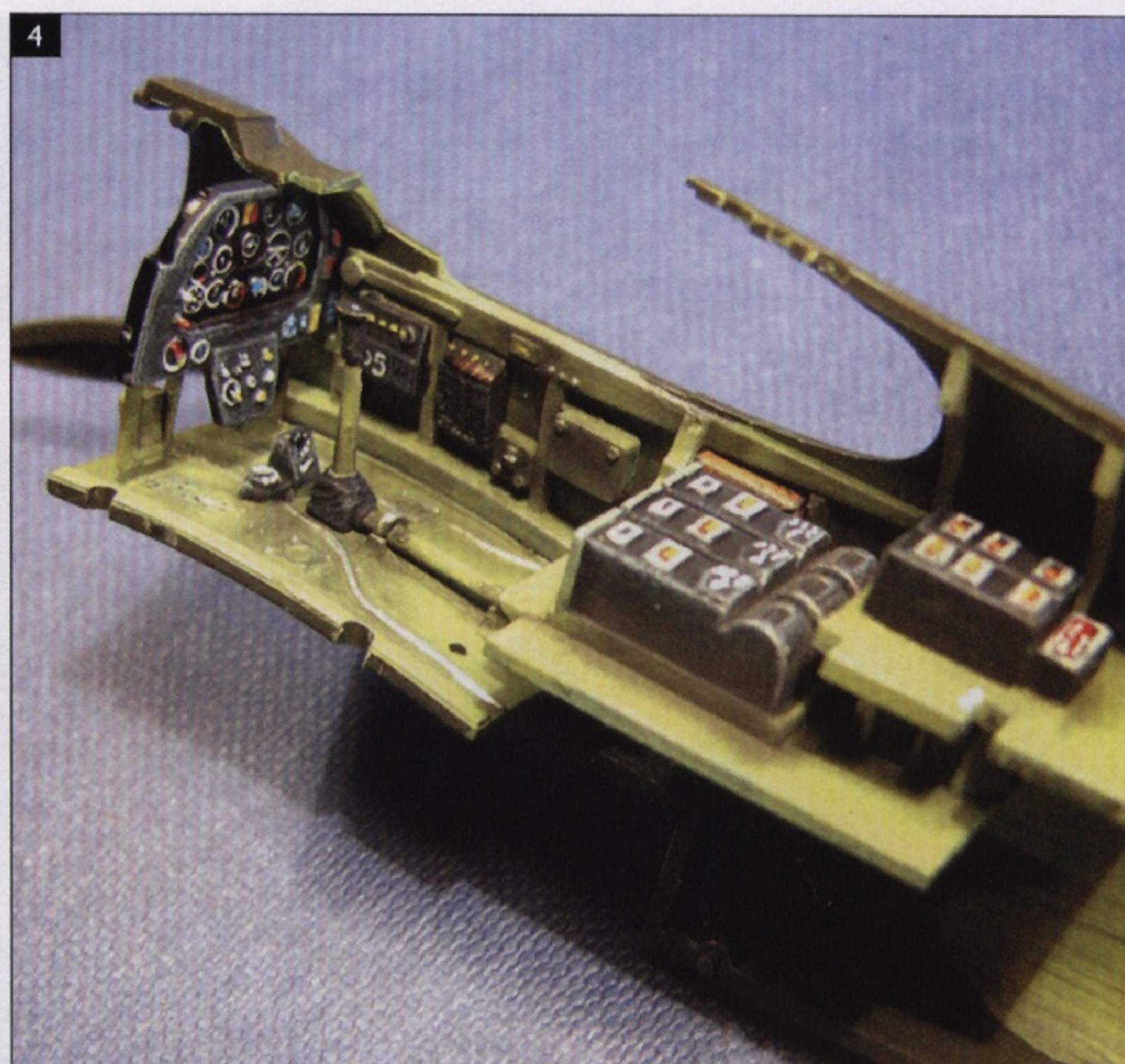
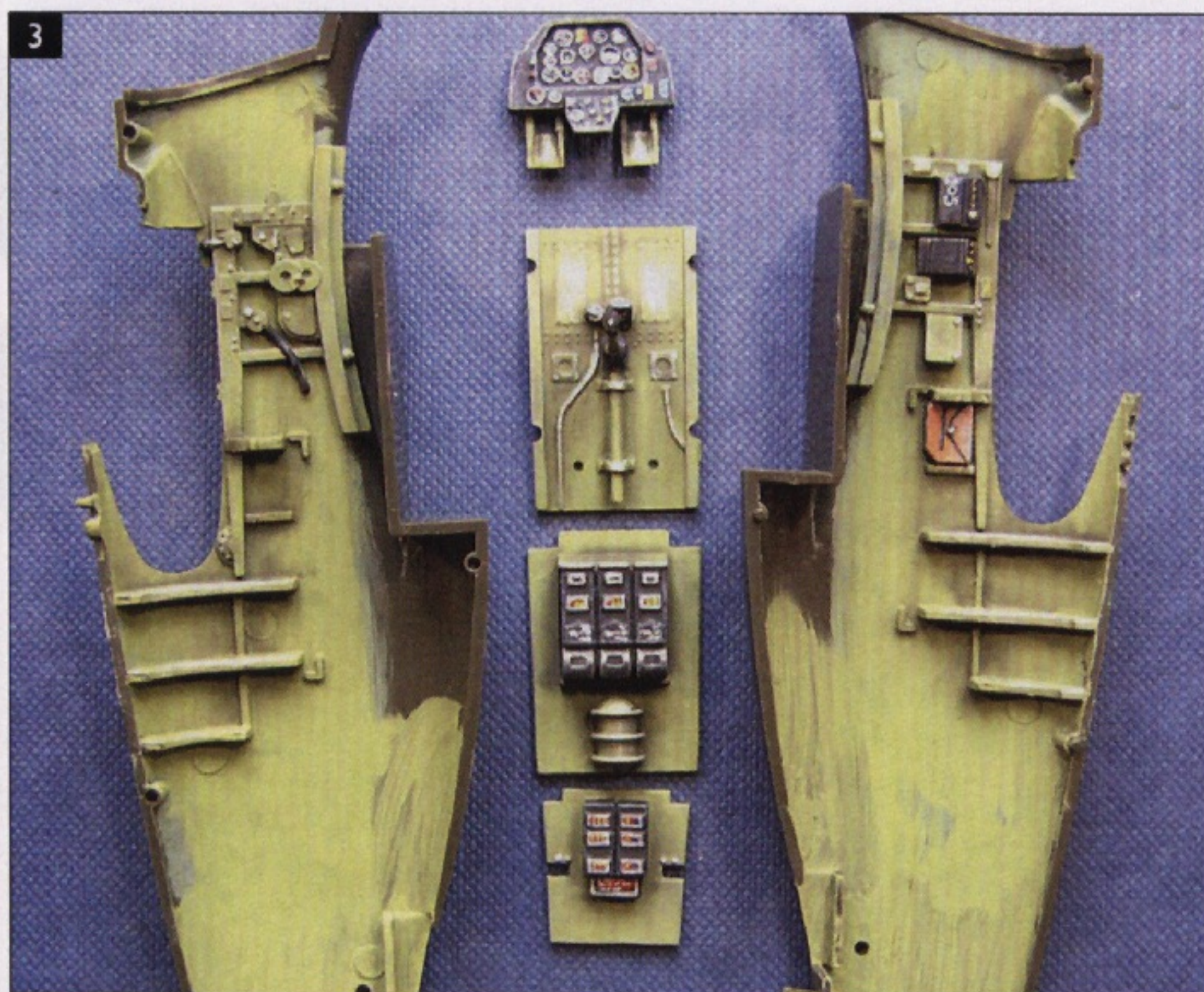
The colours referred to within the instructions are all called up by their Federal stock codes so present no difficulties in finding a match.

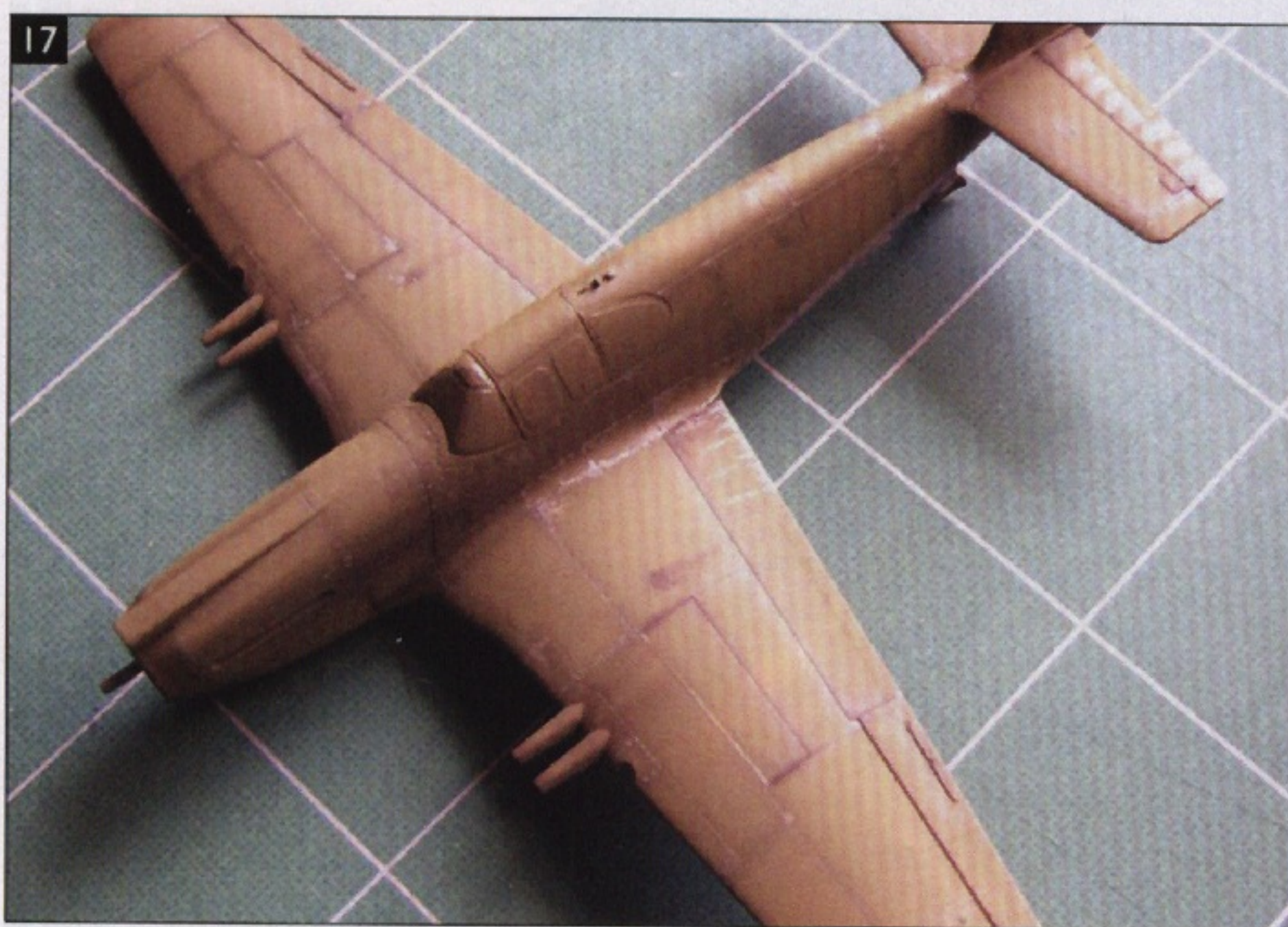
Interestingly, the instructions also include, on the decal placement and painting sheet, a model paint reference chart that is a guide to the federal standard numbers and their closest match in a number of manufacturers' ranges: Model Master, MM Acrylic, Humbrol, Gunze Sangyo Aqueous, Mr Color, Tamiya and Polly S.

Construction

As is usual, construction begins with the interior, which is made up of 14 individual items that, once painted and weathered, build up into a good looking interior. The painting is straightforward and typically US, Interior Green and Zinc Chromate,







black electrical boxes and batteries with silver pipes and wires (See Photo 3). A few strokes of black and dark grey pastels give the parts a bit of life and it all slots together quite nicely. The instrument panel however is something of a conundrum. It is moulded in clear plastic with a decal sheet to be used on its reverse side to represent the instruments. A reasonable idea perhaps but in practice this proves to be ineffective, so in the end I ditched the decal and treated the clear part just as I would have a normal item. A coat of matt black, dry brushed with grey to give it some definition then pick out the dial detail in white, yellow and red before filling in the dial faces with Clear Fix (See Photo 4).

The seat belts however were another problem. Not having an etched set to hand, I had to make them and to be honest I would much prefer not to. A few strips of aluminium self-adhesive tape (See Photo 5), painted in dark and light greys give a reasonable effect (See Photo 6), but I'll definitely be leaving the canopy closed on this one (See

Photo 7). You might have realised that I changed the shape of the belt buckles, as half way through fixing them in place, I realised the square ones were entirely the wrong shape.

Once all the interior parts were in place the fuselage halves were closed up around them and glued with a mixture of Liquid Poly and superglue, then set aside to dry overnight.

With the fuselage drying it was time to construct the wings. These go together nicely with no flash on any of the parts and minimal trimming required, remembering to take care with the brittle plastic. The only problem here was a slight warping of the upper wing components, both left and right, which required careful taping and clamping to set at the right angles. (See Photo 8).

Whilst all of the major components were now set aside to dry, I turned my attention to some of the other bits and pieces, notably the undercarriage units and the propeller.

The prop blades, as pointed out in one of my references, are the wrong shape, being more like the round-

tipped type seen on many A-36s. They need careful trimming and filing to a much slimmer profile (See Photos 9 & 10).

The wheel units are provided in two types; standard and weighted, with separate wheel hubs which makes for easy painting of the units. The undercarriage legs themselves are reasonably well represented and once painted with Humbrol 56 (Aluminium) then highlighted with Chrome Silver, look pretty good.

Once the fuselage and wings were set, it was time to put them together and with a little trimming they slotted together well enough to dispense with any filler at the usual trouble spot, the wing root joint, and needing just a little bit of superglue at the lower nose joint to smooth out the contours. One area that did need close attention was the ventral intake and the fuselage joint. There was a slight mismatch in the left and right fuselage contours, added to a slightly oversize air intake, leaving this particular spot needing plenty of work to set right, but with a bit of filler and patience it smoothed out

quite nicely (See Photo 11).

Another area that required a bit of patience was the carburettor intake on top of the engine cowling. If you set this item as the parts would have you, it drops downwards far too much giving the nose a sort of 'broken' look. A smear of gel acrylate glue on its underside to hold it up and careful positioning gives a much better result.

The horizontal tailplanes slotted in without trouble, or filler and once the undercarriage doors were tacked into place and the tailwheel assembly masked out it was time to tackle the transparencies.

I always like to fit the transparencies pre-paint to give them a better 'built-in' look, which means careful masking up, priming with Johnsons Klear and setting into place. I know I've already said that the plastic is brittle but the transparent parts are viciously so, be VERY careful when cutting out these bits from the sprue; even with all the care I took, I still managed to crack one of the side windows. At least they all fitted well and have nice framework detailing.



Colour Options & Painting

One, would you like me to repeat that? One. Yep, that's right, you only get one choice but as it is totally representative of the type that is no problem. The basic colour scheme is the standard, for the time, Olive Drab federal stock upper surfaces with Neutral Grey federal stock undersides. The rather bland scheme does have, however, a couple of redeeming features: the large American stars and stripes on the tail and the yellow theatre bands around the wings. Both of these marking were applied to 'Operation Torch' aircraft as recognition aids for Allied servicemen unfamiliar with US types.

The whole kit was given a couple of coats of Halfords Grey Primer which is a good representation of the darker position of the US Neutral Grey underside. The panels were highlighted with Polly Scale acrylic US Neutral Grey and the panel lines given a dusting of grey pastels and some general dirtying up. Some of the picture references of this type show them to be pretty beaten up and in some cases one step away from the

scrap heap so there is plenty of license to go just about as far as you like with the weathering (See Photos **12** & **13**).

This also applies, of course, to the upper surface which after a couple of coats of Humbrol 86 Light Olive were given much the same sort of treatment, with lighter panels and darker joint lines, this time with the inclusion of some darker exhaust stains (to be added to later, in the final assembly) and plenty of paint chipping, applied with a silver pencil (See Photos **14-18**). After setting aside overnight to dry the whole thing was given a coat of gloss and set aside once more, in readiness for the decals.

Decals

As mentioned, you only get one decal choice, for an aircraft from the 154th TRS in Tunisia in 1943. It has the early Type 2 style of US Cockade, with yellow surround, in six positions and the large stars and stripes 'Torch' marking on the tail. The decals themselves are quite thick so are able to withstand quite rough handling and although they have excellent colour and density they are

very slightly out of register needing careful trimming. The carrier film is also quite a bit bigger than each individual decal, once again needing trimming. However once freed from their backing paper, they sit well on the gloss surface, moving around well if required without being too slippery, and they settle down nicely, reacting well with Microscale setting solutions, drying without any noticeable silvering.

Decal Rating = 7/10.

Final Assembly

After giving the decals a good few hours to dry, it was out with the paints and pastels to grubby them up a little to match the rest of the paintwork. Then it was time to fit all the little bits left off earlier for fear of breakage, which included: main undercarriage units and doors, pitot tube, propeller and spinner (previously painted), wheels set at the correct angle, radio mast exhaust, landing lights in each wing and finally the cannon barrels.

These last items deserve a bit of describing. The kit-supplied items

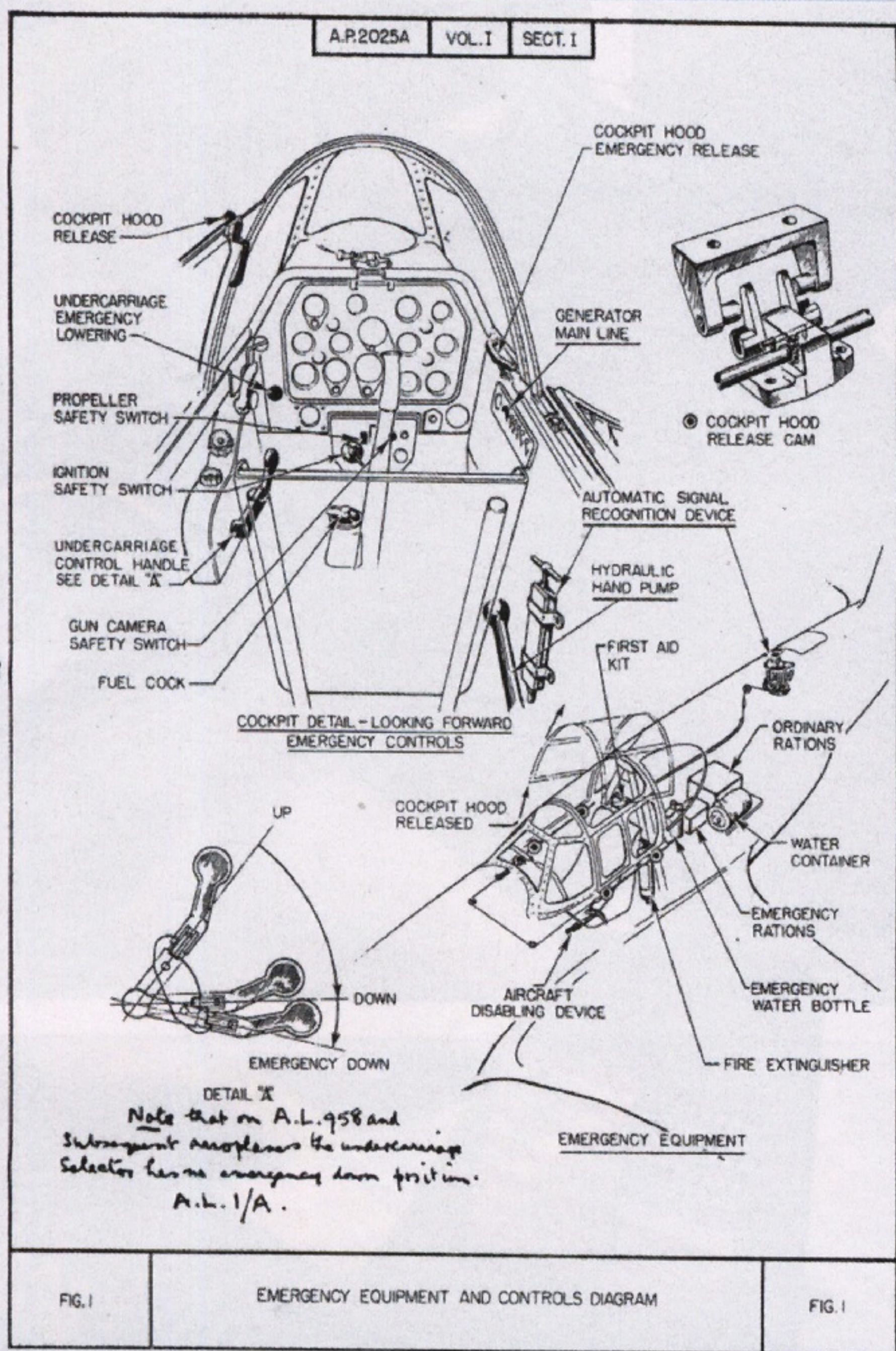
are of the wrong type, looking more like the British 20mm cannon fitted to the Hurricane IIc, with barrel finning (those 'fins' are springs - Ed). They should, of course, be the early US type with plain barrels, which were sourced from my spares box (I believe they came from the AMT/Ertl Havoc A-20G). The muzzles were hollowed out and all four were painted once in position.

After a couple of hours to let everything set properly the whole lot was given two coats of Humbrol matt enamel spray, the aerial wires attached (1lb fishing line), cockpit masking removed and the P-51 was complete.

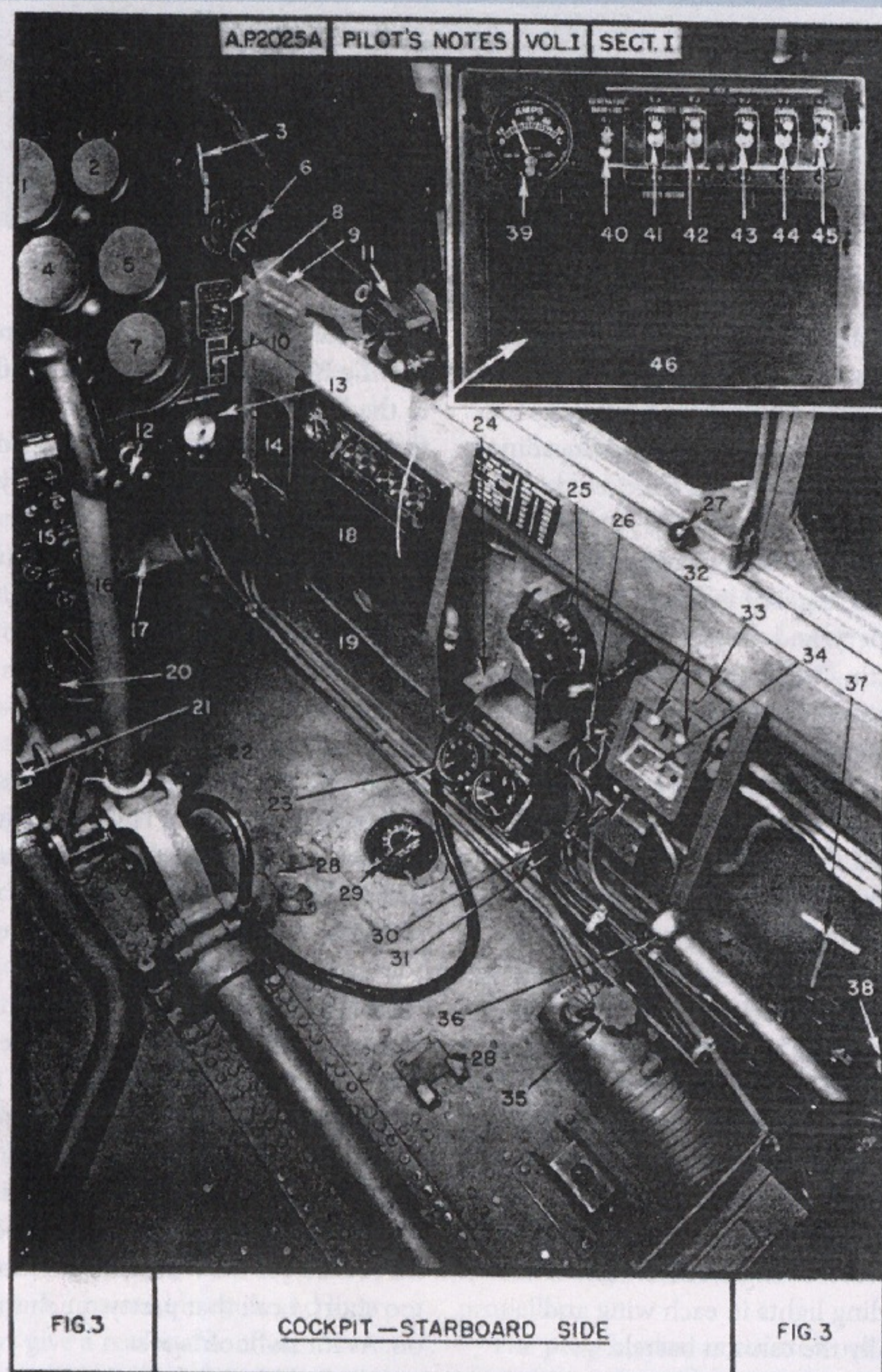
Accuracy

The model measure 233mm span x 204mm length, which scales up to 11.18m span x 9.79m length. The official figures for this type are 11.27m span and 9.82m length which makes the finished model 1.8mm too narrow across the wings and 0.7mm too short. I call that pretty much spot on. As for its 'look' - it's unmistakably a Mustang, 'nuff said.

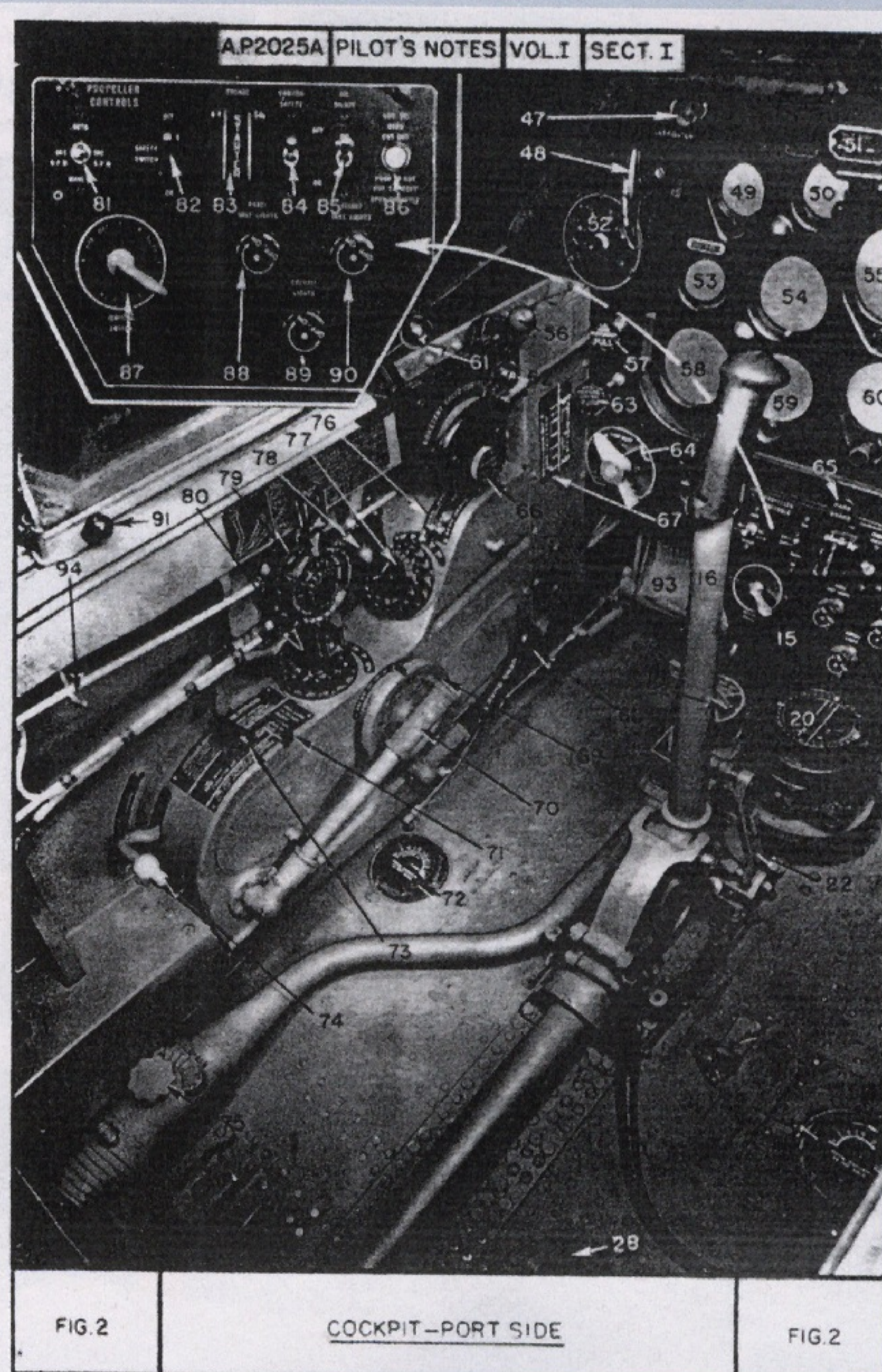
continued on page 468...



The emergency equipment and controls of the P-51 and Mustang Ia. The hand-written note states that AL958 and subsequent aircraft were not fitted with the emergency down position on the undercarriage selector



The cockpit starboard side



The cockpit port side

The cockpit port side Key

47. Windscreen defrosting control
48. Port fuselage gun charging handle
49. Clock
50. Suction indicator
51. Optical gun sight
52. Gun selector control
53. Optical gun sight lamp rheostat
54. Airspeed indicator
55. Artificial horizon
56. Mixture control
57. Undercarriage emergency down
58. Undercarriage visual position indicator
59. Altimeter
60. Turn indicator
61. Throttle control
62. Manual propeller pitch control
63. Hydraulic system pitch control *
64. Fuselage gun heater control
65. Parking brake
66. Engine control quadrant friction disc
67. Wing flap and radiator air scoop mechanical indicators
68. Undercarriage selector handle
69. Elevator trimming tabs control
70. Tail wheel lock control
71. Air scoop deflector control *
72. Port fuel tank gauge
73. Radiator air scoop control
74. Wing flap control
75. Cold air control
76. Undercarriage mechanical indicators
77. Port aileron trimming tabs control
78. Port cockpit light

79. TR.9D radio control
80. Rudder trimming tabs control
81. Propeller pitch control switch
82. Propeller safety switch
83. Engine starter control switch
84. Gun camera safety switch
85. Oil dilution switch
86. Undercarriage warning horn cut-out
87. Ignition switch
88. Instrument panel lights rheostat
89. Cockpit lamps rheostat
90. Flight instrument lights rheostat
91. Port sliding window control
92. Fuel selector valve control
93. Port rudder and brake pedal
- * These two controls are not fitted to AL958 and subsequent aircraft

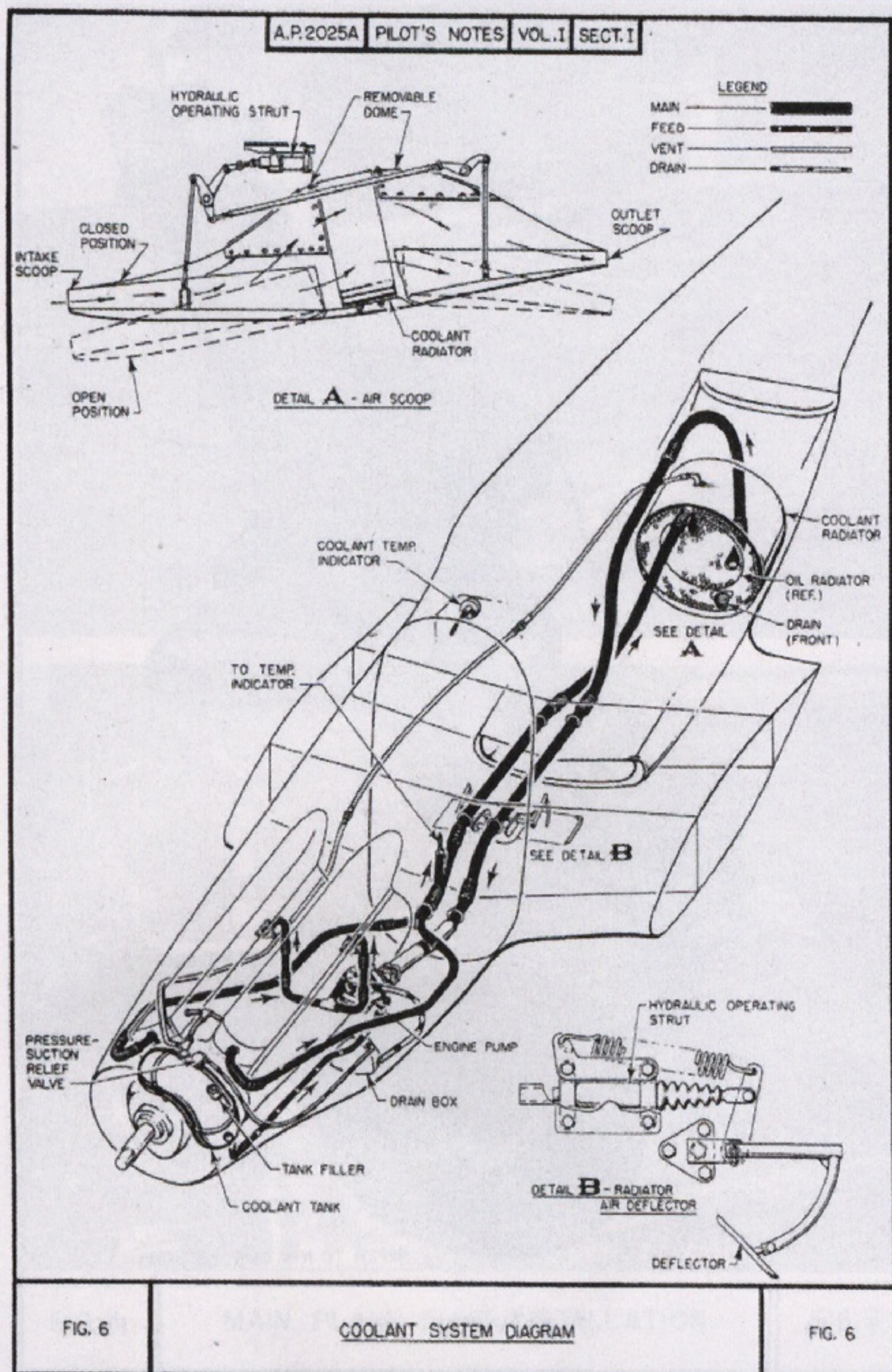
The cockpit starboard side Key

1. Engine unit
2. Glycol temperature indicator
3. Starboard fuselage gun charging handle
4. Rate of climb indicator
5. Engine tachometer
6. Engine priming pump
7. Manifold pressure indicator
8. Vacuum system selector switch
9. Cockpit hood emergency release control
10. Radio control
11. Upper and lower identification lamps control
12. Undercarriage doors position indicator lights
13. Remote contactor
14. Spare lamps container
15. Forward switch panel
16. Control column
17. Starboard brake and rudder pedal
18. Starboard switch panel
19. Map and data case
20. Aperiodic compass
21. Cold air control valve
22. Surface controls locking gear
23. Oxygen system regulator
24. Mounting brackets for the radio control unit
25. Starboard cockpit lamp
26. Mounting socket for oxygen pipe
27. Starboard sliding window control
28. Stowage for aircraft disabling device
29. Starboard fuel tank gauge
30. Radio R3003 control unit 24v supply plug box
31. Radio jack plug
32. Radio R3003 remote control switch
33. Sutton harness stowage hook
34. Radio R3303 remote control switch
35. Warm air control
36. Hydraulic system hand-pump
37. Automatic recognition device control
38. Starboard formation-keeping (flood) lamp
39. Generator ammeter
40. Generator main line switch
41. Port landing lamp switch
42. Starboard landing lamp switch
43. Navigation lamp switch
44. Formation-keeping (flood) lamp
45. Pressure head heater switch
46. Aeroplane check-off list holder

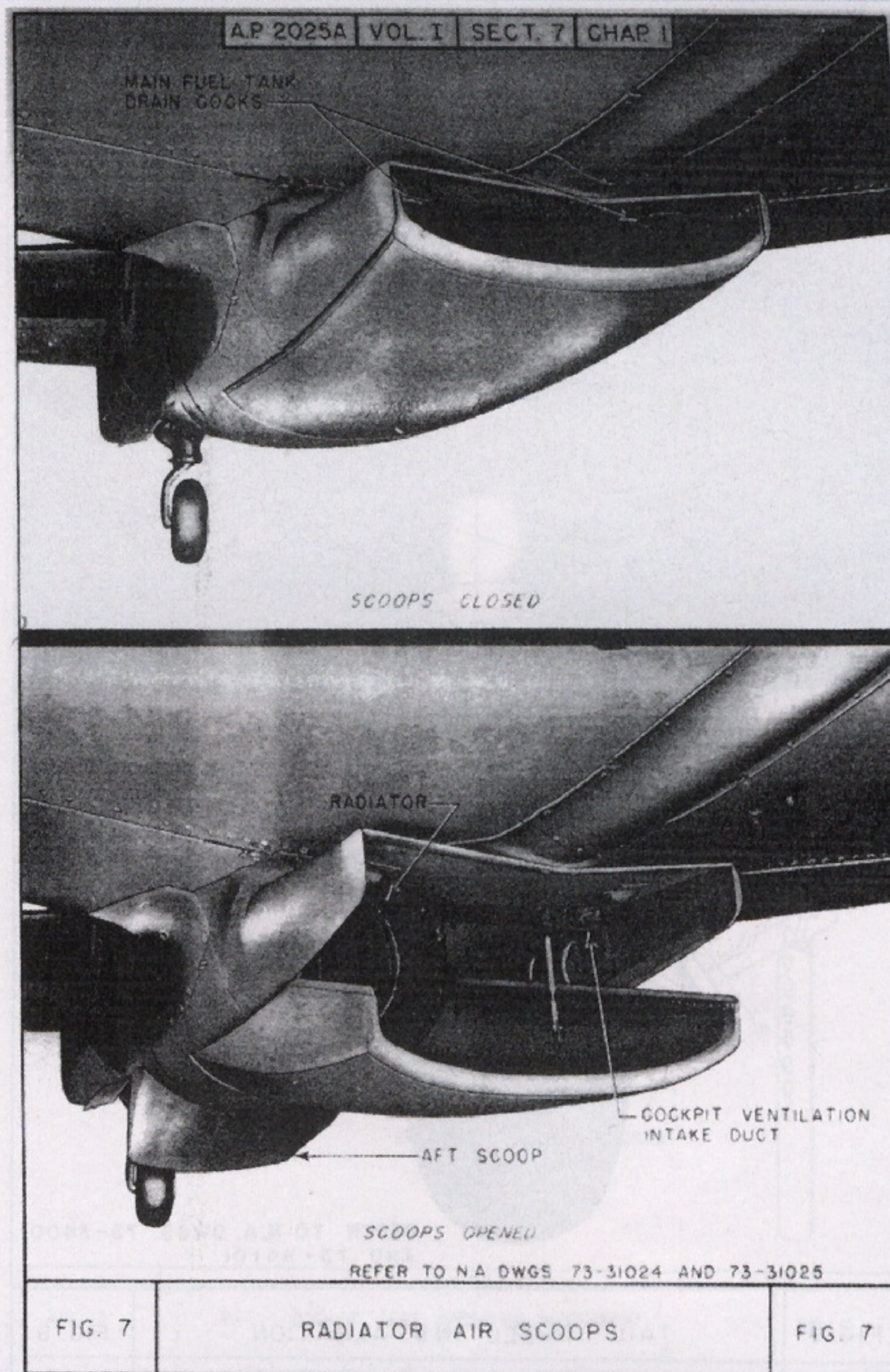
All the diagrams are from the Service Manual for the Mustang I (Allison Engine Model V-1710-F3R) produced by North American Aviation Inc for the Air Ministry in 1942.

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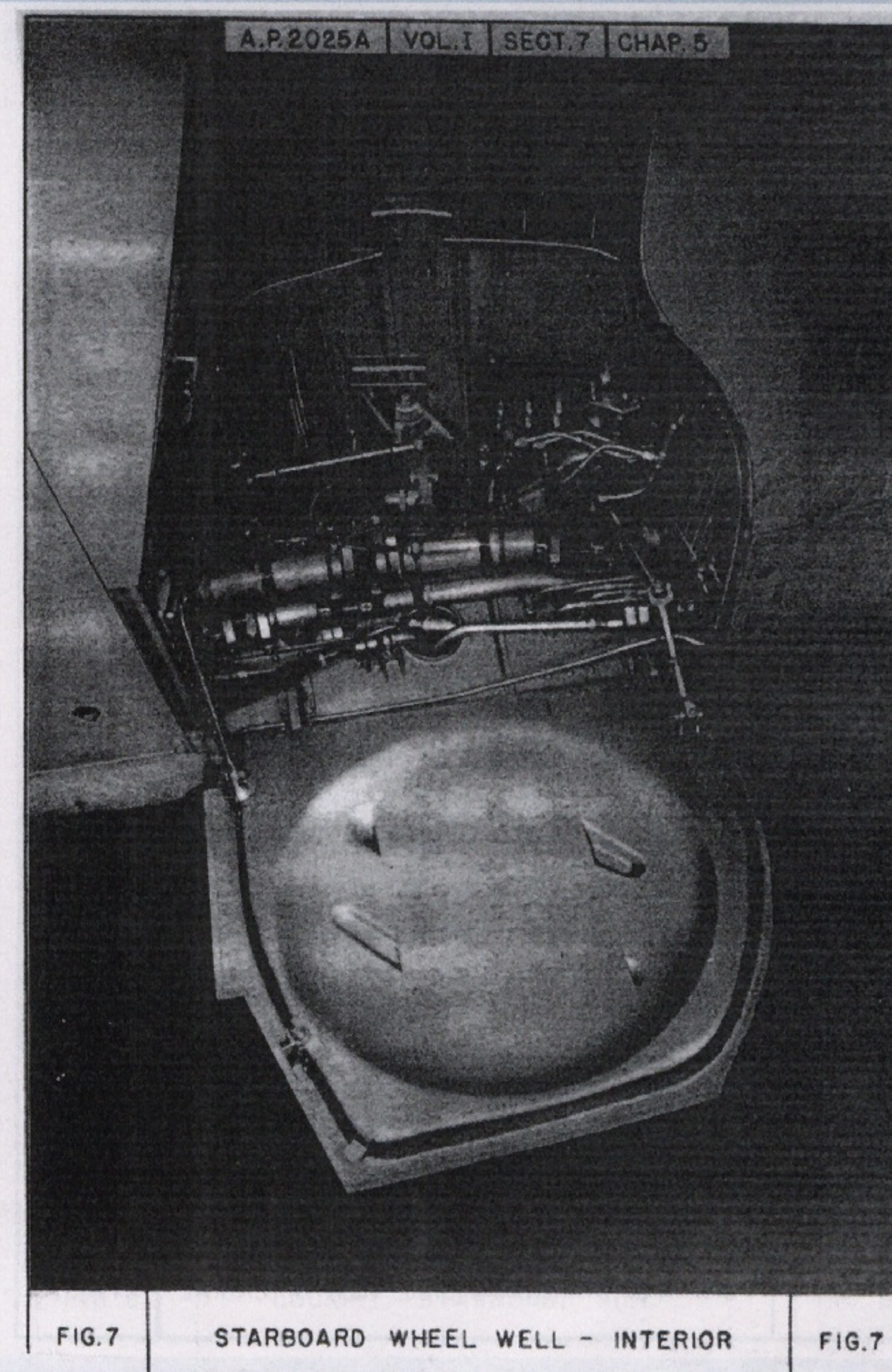
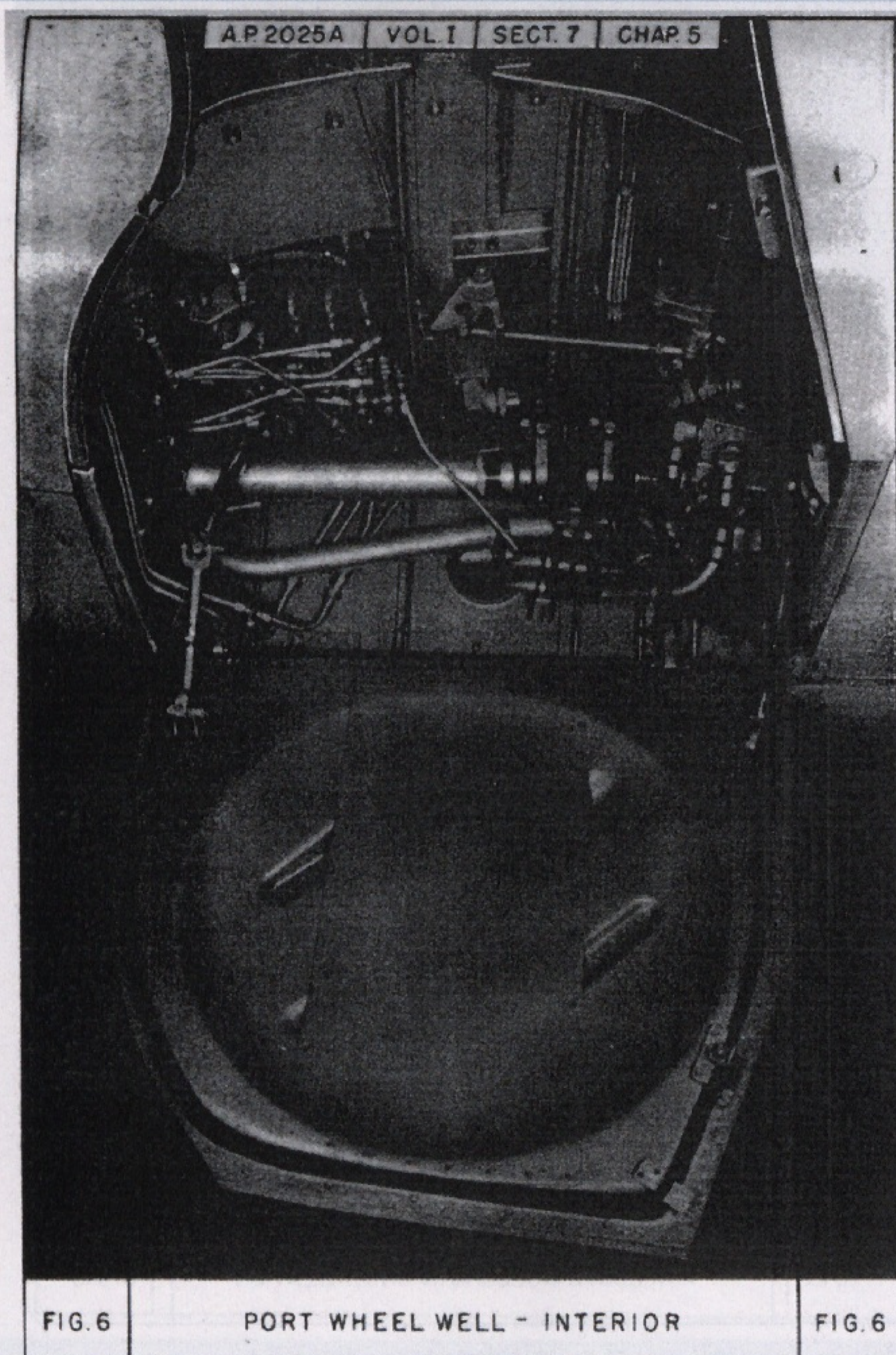
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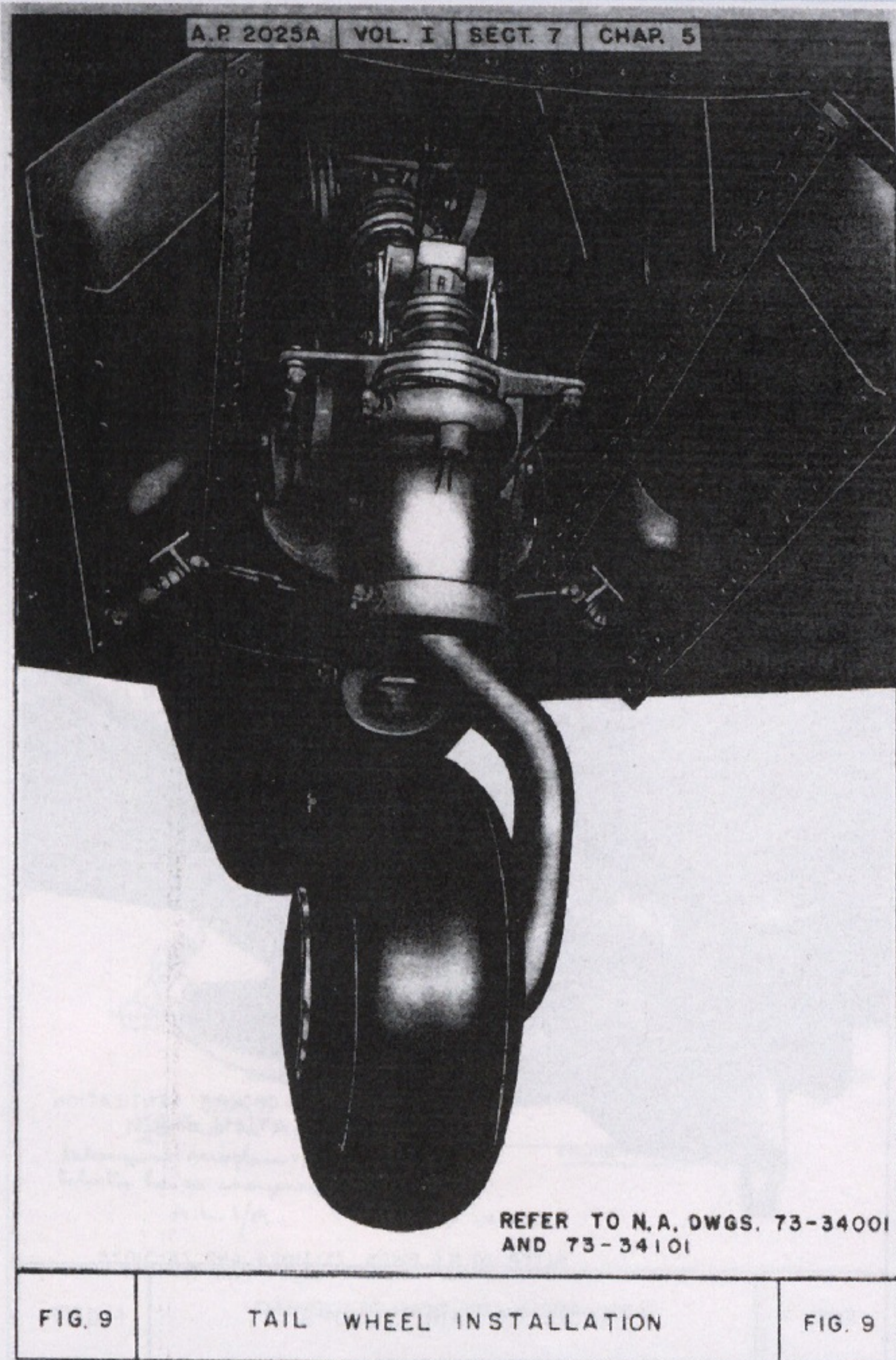


Coolant system. The hand-written note states that AL958 and subsequent aircraft were not fitted with the air scoop deflector

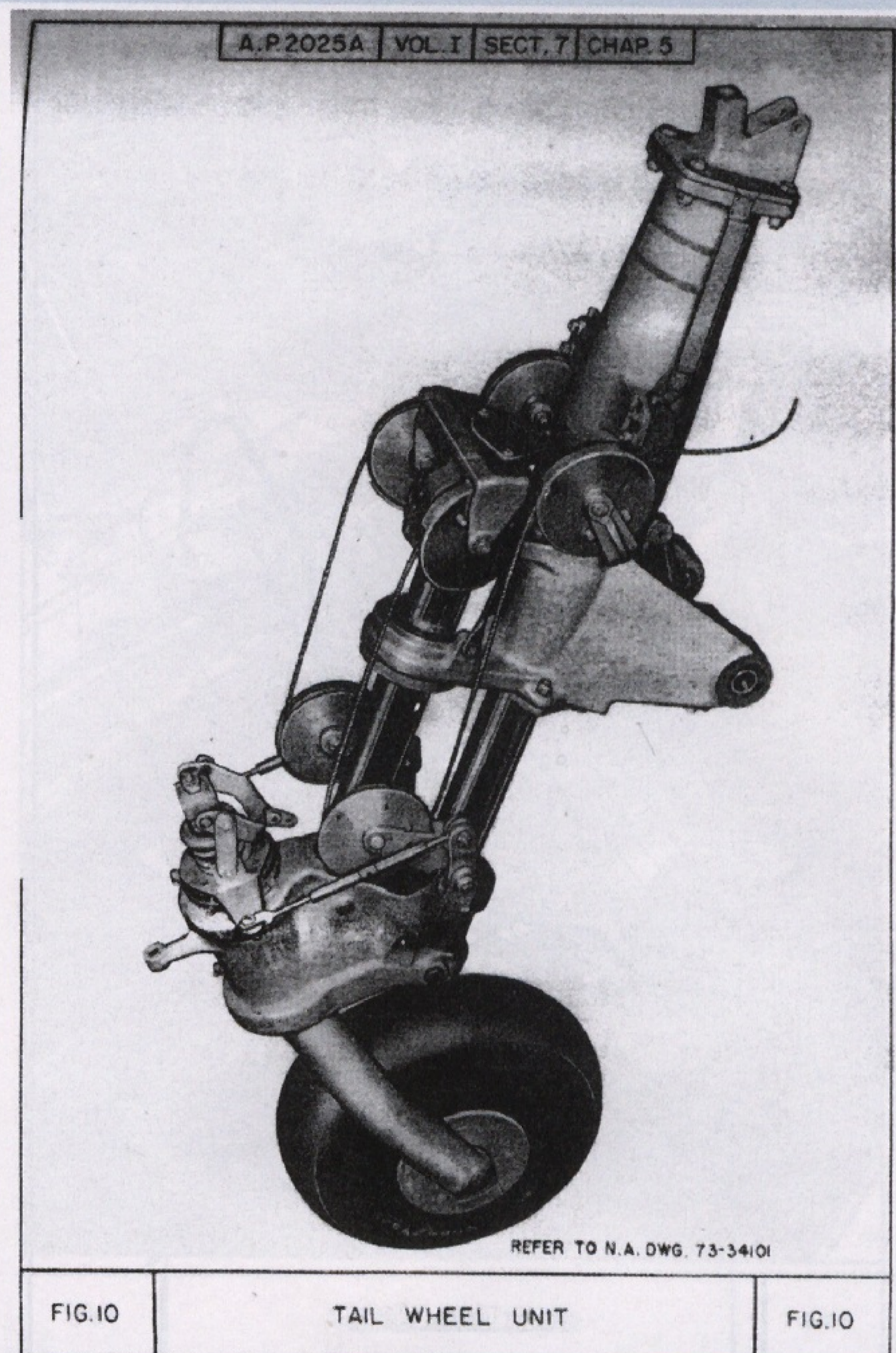


Radiator air scoop. This feature was only applicable to the NA-73X, Mustang Mk I and XP-51

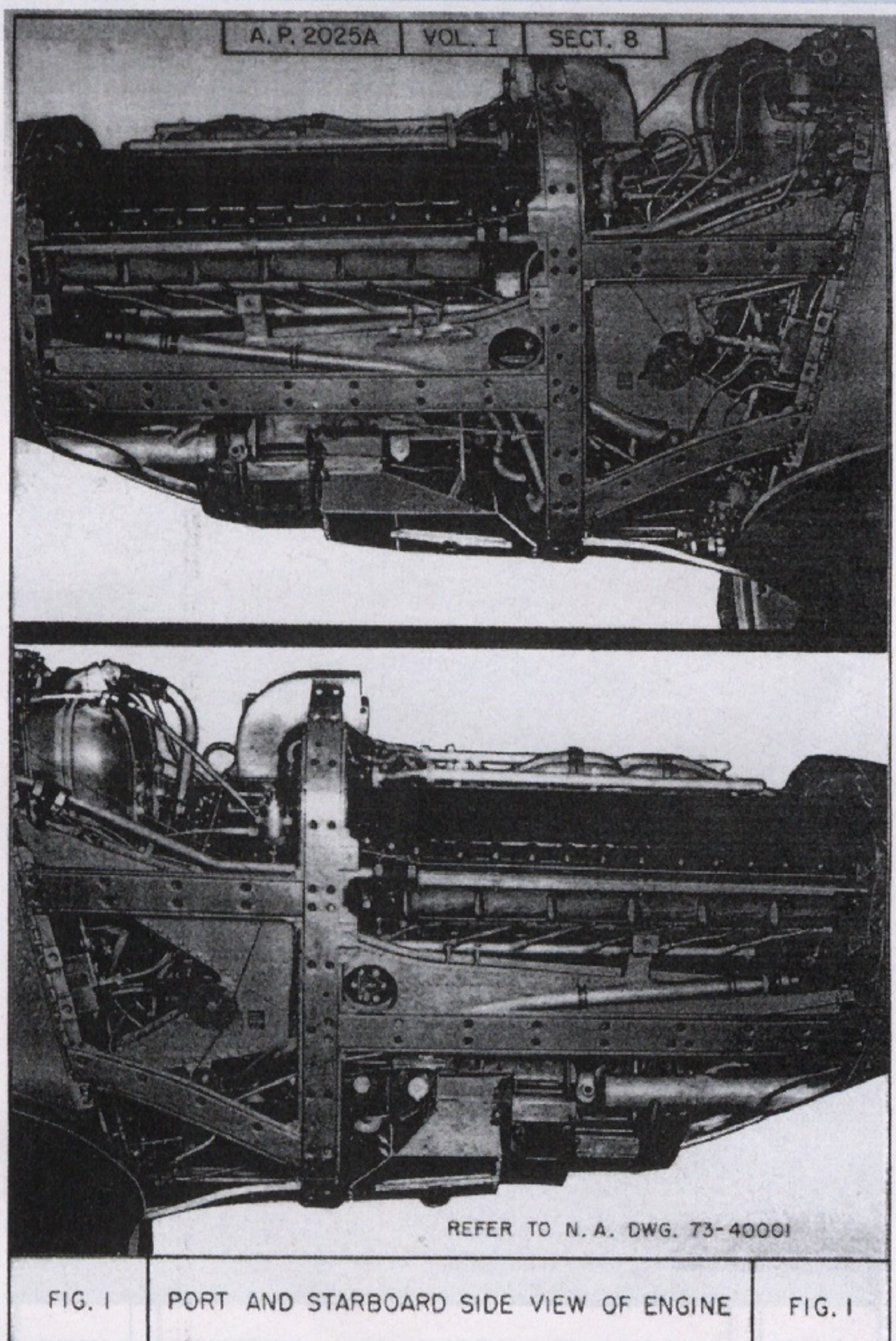




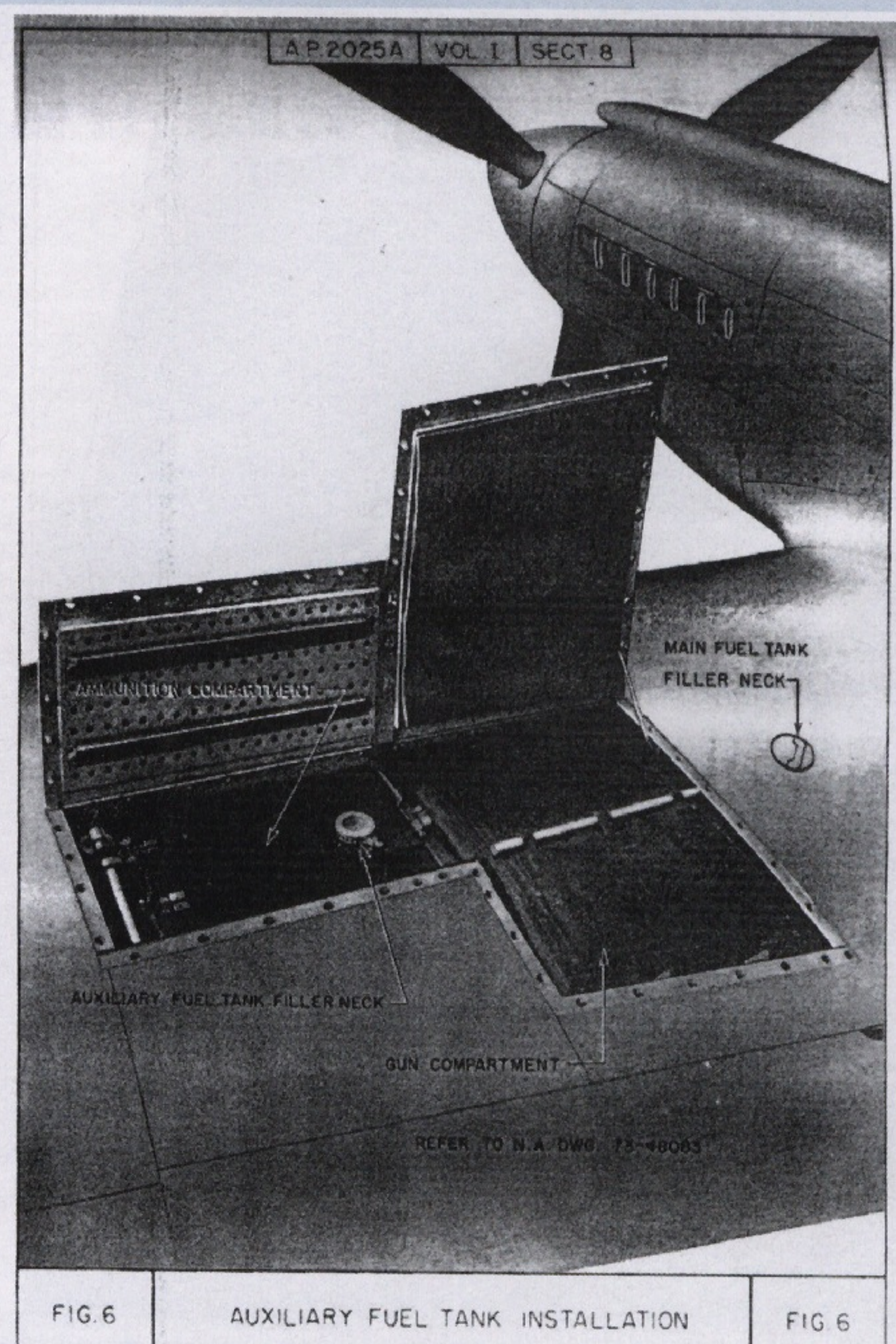
The tail wheel assembly



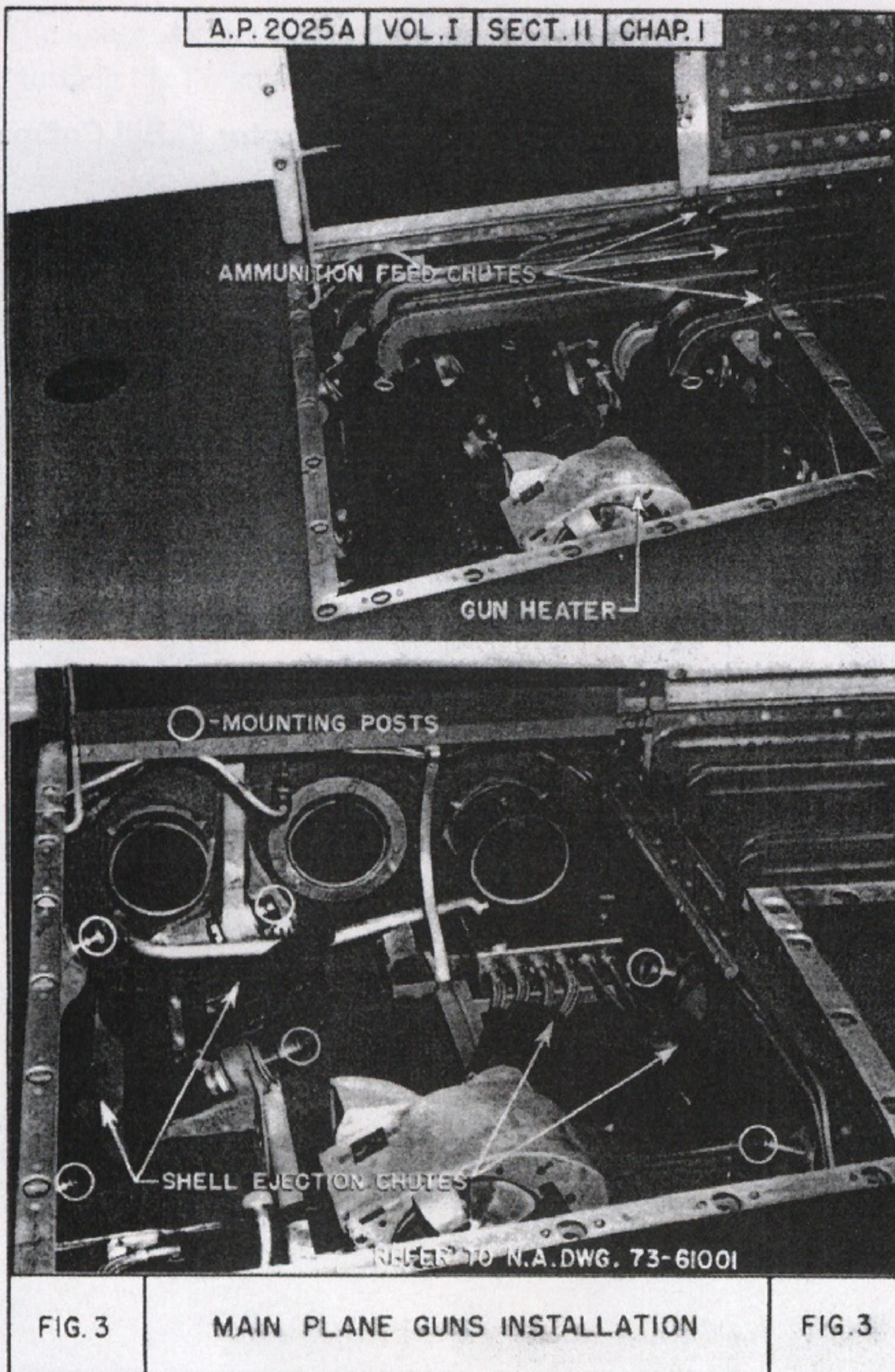
The tail wheel unit



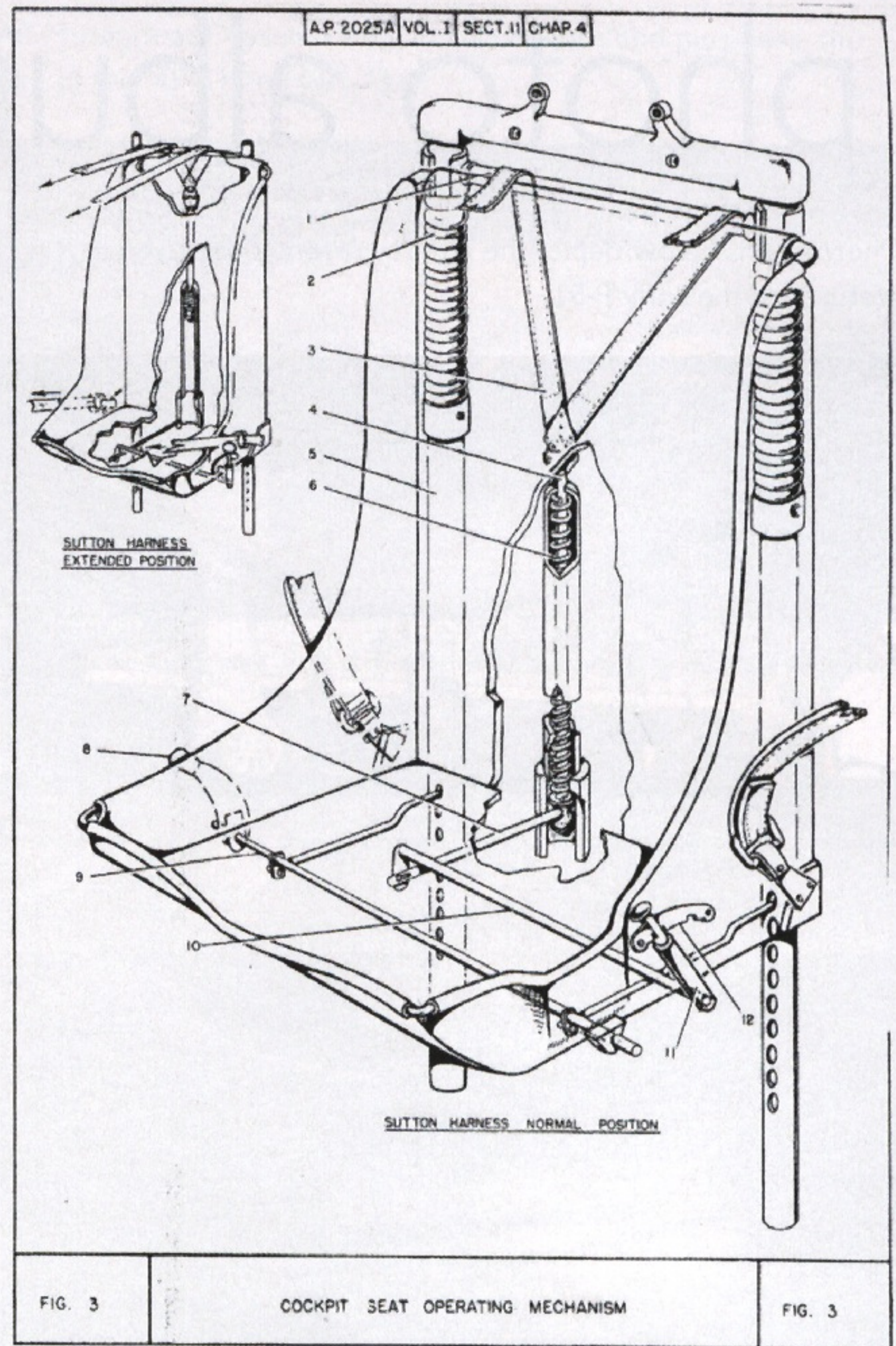
Port and starboard views of the engine installation



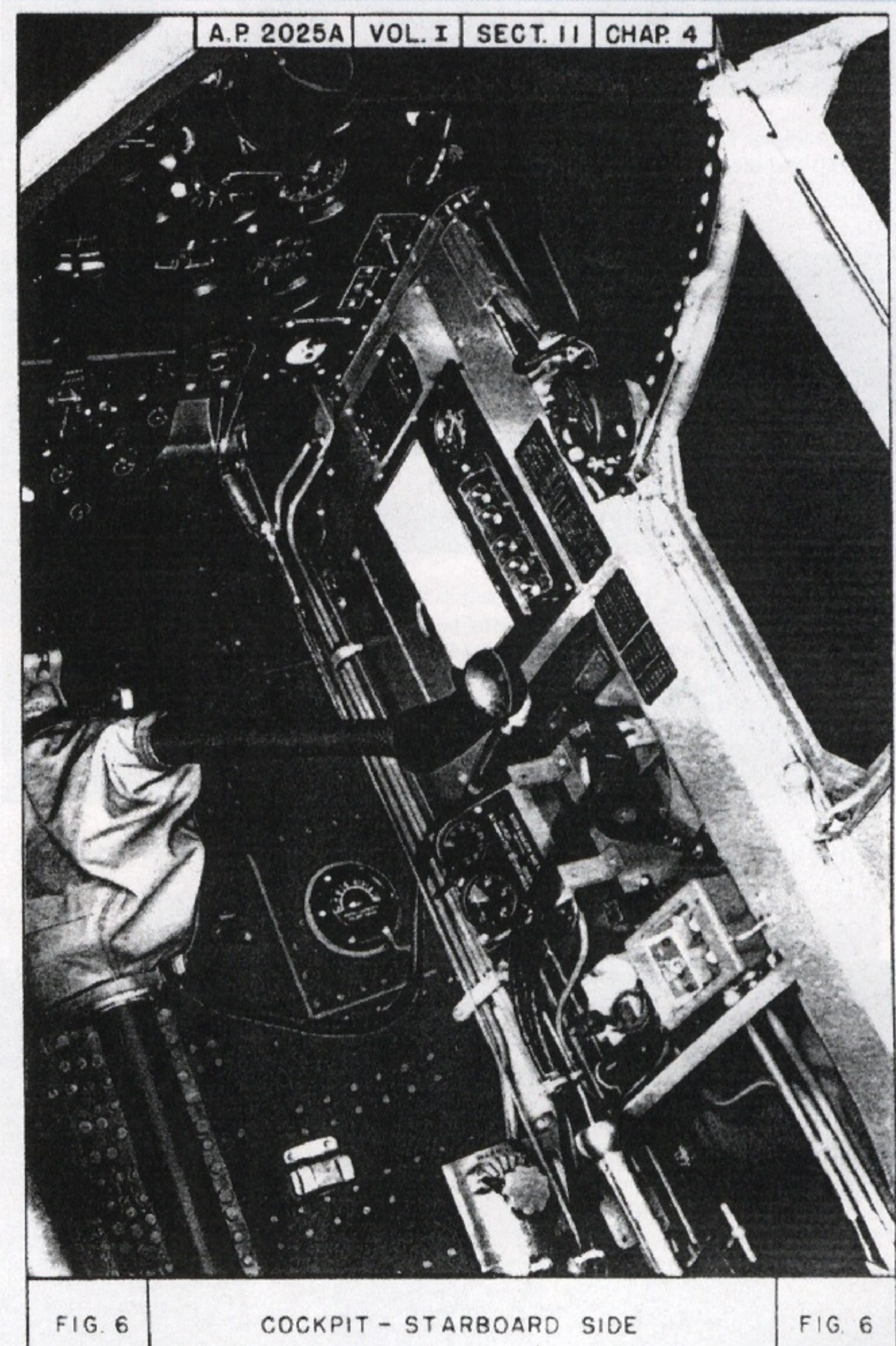
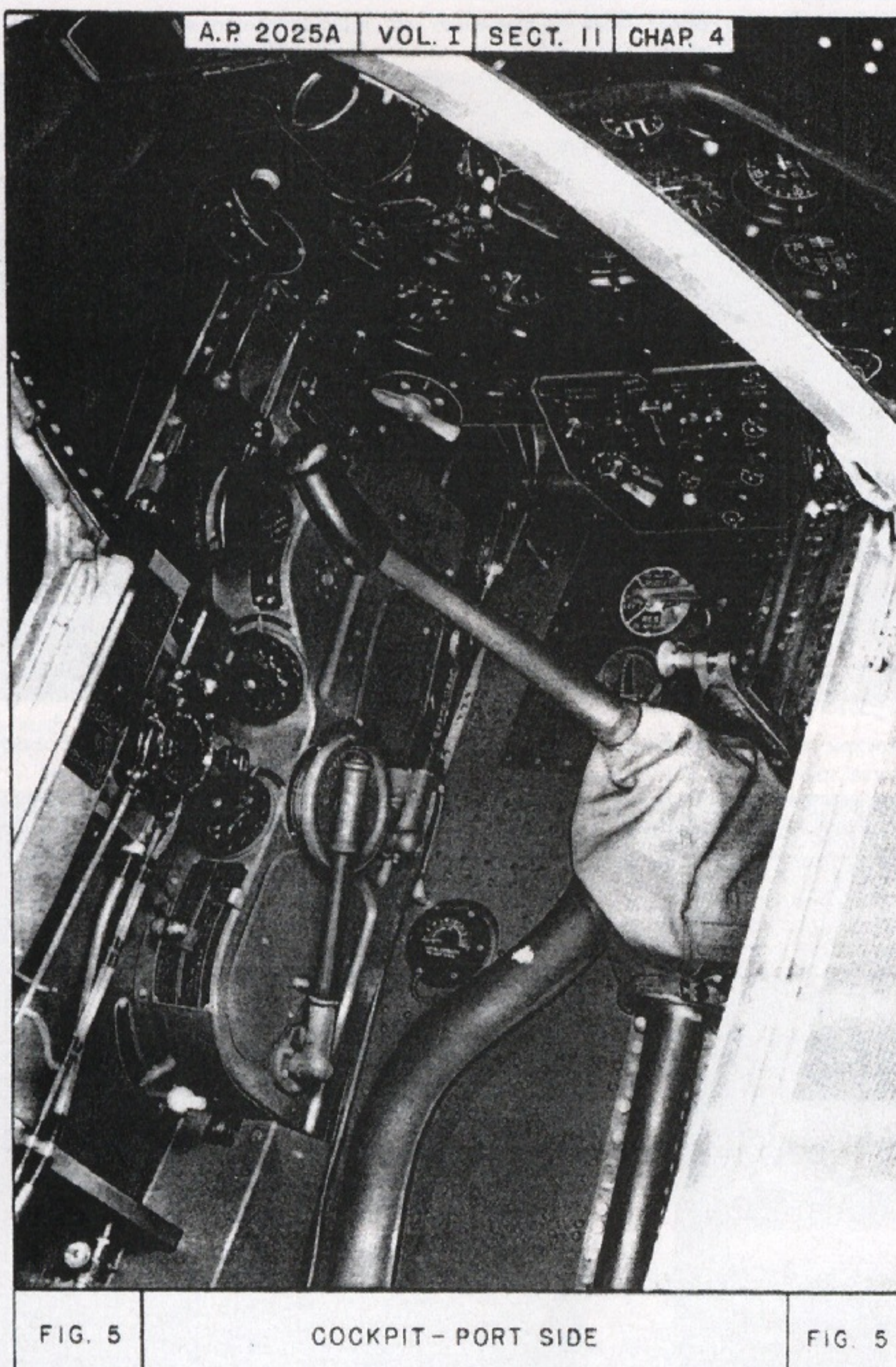
The auxiliary fuel tank installation



Gun installation



Pilot's seat and its operating mechanism

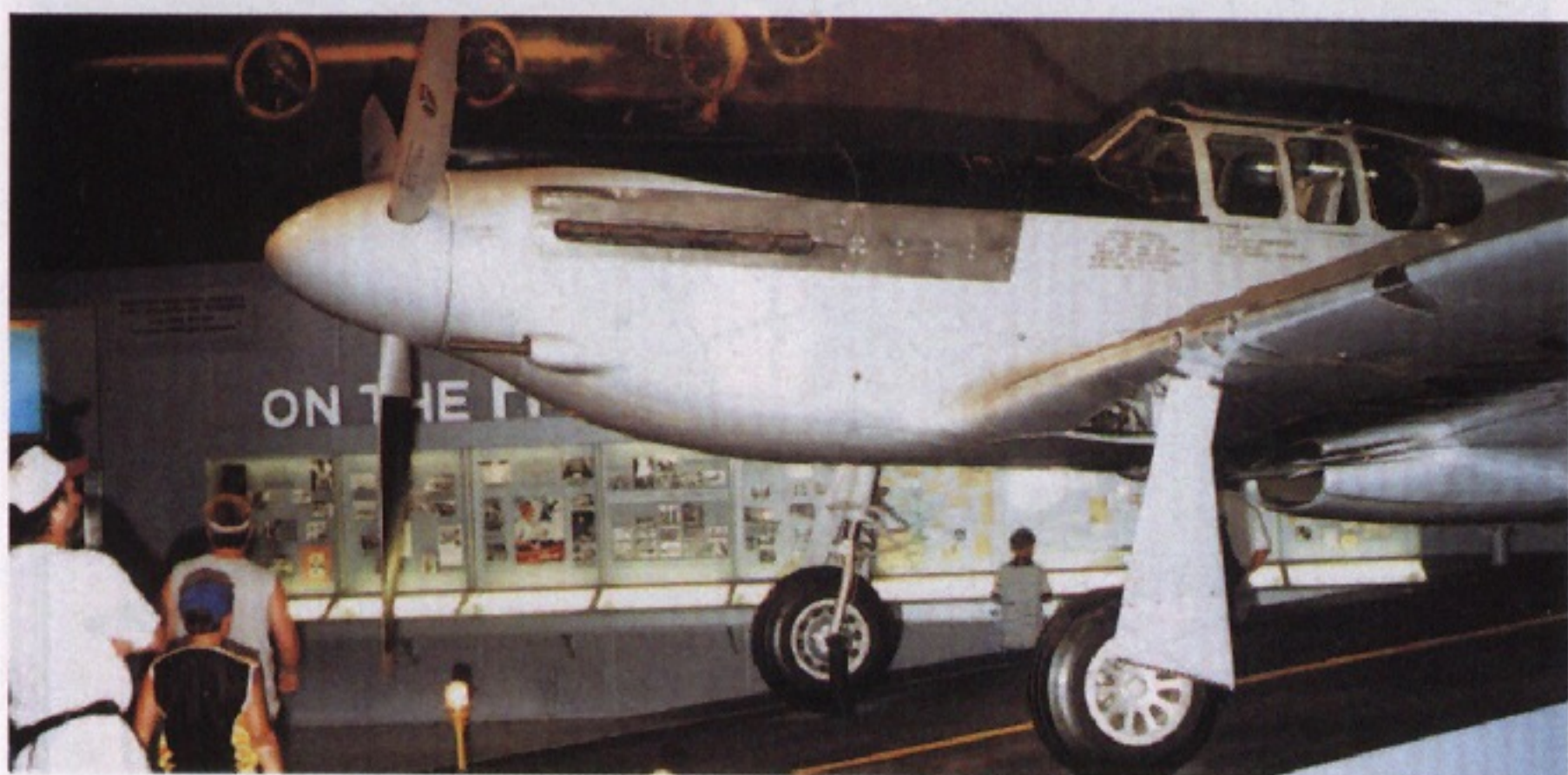


Nice clear views of the port and starboard sidewalls

photo album

All photos © Bill Coffman

Photographs below depict the XP-51 currently displayed at the EAA Air Adventure Museum in Oshkosh, WI. The XP-51 has many features of the early P-51.



View of the nose area, note the machine guns in the lower engine cowl. There were standard in the XP-51, A-36 and Mustang Mk I



View of the upper engine cowling. The two access panels are for oil (forward one) and hydraulic fluid (rear one)



The lower radiator intake. Note that this is hinged (you can just make out the line on the side of the cowl) and this system was only installed on the NA-73X, Mustang Mk I and XP-51



A closer look into the cockpit. Note the aluminium seat, radio equipment and the aerial lead insulator on the dorsal spine



Nice shot of the port side of the nose. The access panel just aft of the spinner is the coolant filler



The cockpit canopy. Note the two vents on the dorsal spine, just aft of the canopy and above the side windows. These are probably vents relating to heat generated in the cockpit, or from the radio equipment



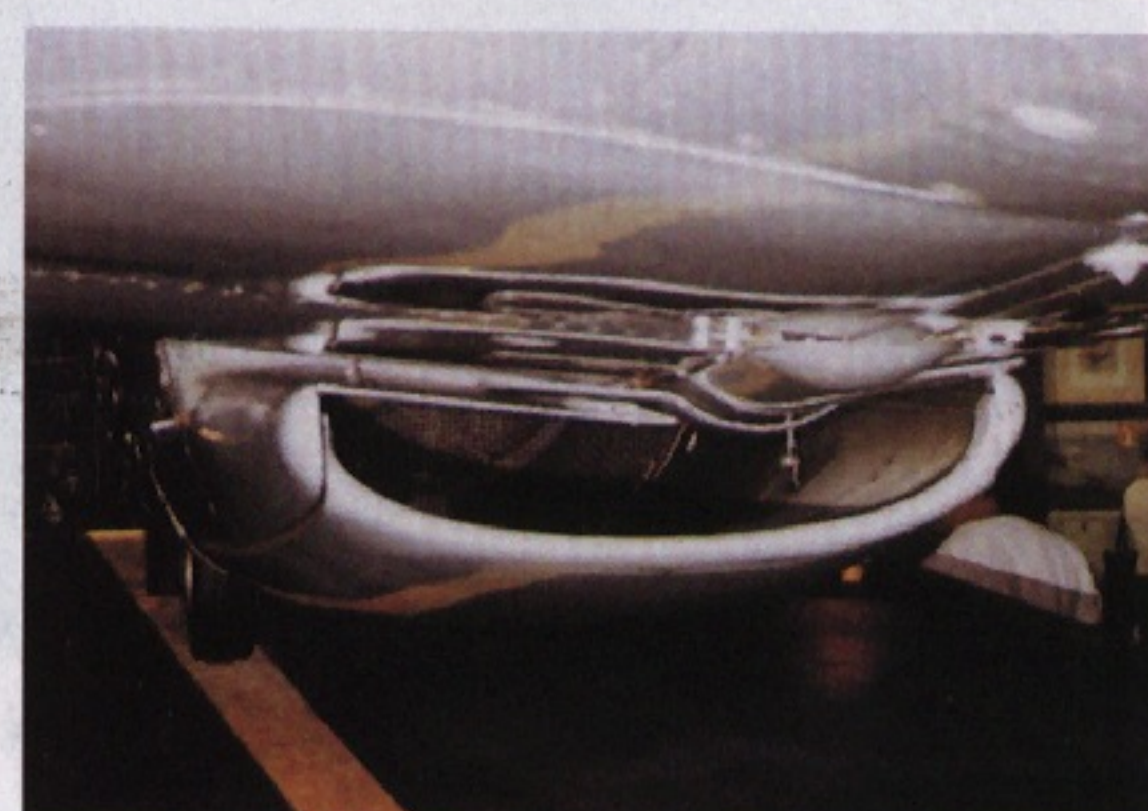
Although not easy to photograph and poorly lit, this does give a nice plan view of the XP-51's wing and wing/fuselage fillet. Note the (red) fuel filler on the wing, the anti-slip panel on the port wing fillet and the pole antenna on the dorsal spine



The very simple tail and horizontal stabiliser assembly of the XP-51. Note the large mass balances and the lack of trim tab linkage on the upper surface



Another view of the ventral radiator. You can clearly see the line caused by the hinged section in this unit



A look into the ventral air intake. This time you can clearly see the 'break' caused by the hinged section

The images below depict the A-36 Apache currently on show at the USAF Museum at Dayton, Ohio. For all intents and purposes, the Mustang Mk I is an A-36 without dive brakes and the hinged radiator intake of the XP-51 and NA-73X



Port side view showing the air brakes in their deployed position and the flaps fully down. Note also the rear radiator flap is fully lowered



Nice view of the leading edge of the port wing. Note the twin landing lamps, the bomb rack and the dive brakes



Nice overall view of the nose area. Note the shorter gun barrels and lack of 'bulges' aft of these that are on the XP-51



View of the port side of the nose. Note the exhaust stack shape and the hole for the engine starter handle



View underneath the starboard wing tip. Note the three identification lamps, the pitot shape and the outboard formation lamp. Note also the scuffed paintwork at the tip - too much 'ground handling' by staff!



View of the inboard section of the starboard wing. Here you can see the wing/fuselage fillet and the flap hinge line



Overall view of the revised radiator intake. The A-36 did not have the hinged intake seen on the XP-51, NA-73X and Mustang Mk I. Note also that the inner undercarriage doors are down simply because there is no hydraulic pressure to keep them up anymore.



Close-up of the rear radiator flap in the fully open position



This final view under the mid-section of the A-36 shows the wing root shape, flap cut-out and overall contours of the ventral radiator

...continued from page 461

Conclusion

- Good points: Good detailing, reasonable fit and finish to all the parts, an accurate representation of the earliest P-51, a lovely interior and good presentation.
- Bad points: Brittle plastic, incorrect cannon barrels and propeller blade shape, out of register decals.

All in all this is a fine effort from Accurate Miniatures, the finished model captures the look and the lines of the Allison engined P-51 well. The kit goes together without any major problems and this would be a fine starting point for people who like to do plenty of detailing work as everything is in the right place and correctly proportioned. The bad points I've mentioned really are just niggles and in no way distracted from my enjoyment of making this model.

My only real gripe would be with the single colour/decal option; this aircraft is pretty much identical to the Mustang Ia and it would have been nice to have that option in the box.

Finally I would like to say that this is the first Accurate Miniatures kit that I have made and if this is representative of the company's standards, then it won't be the last. Thanks once again to Dai Willis for providing the 'inspiration' for this article!

Steve Evans

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Colour Notes

The whole question with regard to Olive Drab will go on and on, as it is one of those colours that can look different depending on light, weather etc, as well as how and when it was applied and finally who made the paint. It is the PC10 of the Second World War, so modellers have debated this subject for years and will continue to do so probably for the next 60 years as well. Paint manufacturers have also joined in with various renditions and nowadays we even have 'faded' paint to add to the equation. What I will do here is just give you details of those paints that represent Olive Drab and Neutral Grey in their 'plain' (original) form.

Olive Drab ANA613

Enamel

AeroMaster Warbird Colors 9040, Floquil Classic 303170, Humbrol 155, Model Master 2050, Xtracolor X112.

Acrylic

AeroMaster Warbird Acrylic 1040, Gunze Sangyo (Mr Color) H38, Model Master Acrylic 50111, Monogram Promodeler Acrylic 88-0028, Poly S 500052, Poly Scale 505098, Tamiya XF62.

Neutral Grey ANA603 (FS 36270)

Enamel

AeroMaster Warbird Colors 9053, Floquil Classic 303335, Humbrol 126, Model Master 1725, Xtracolor X133.

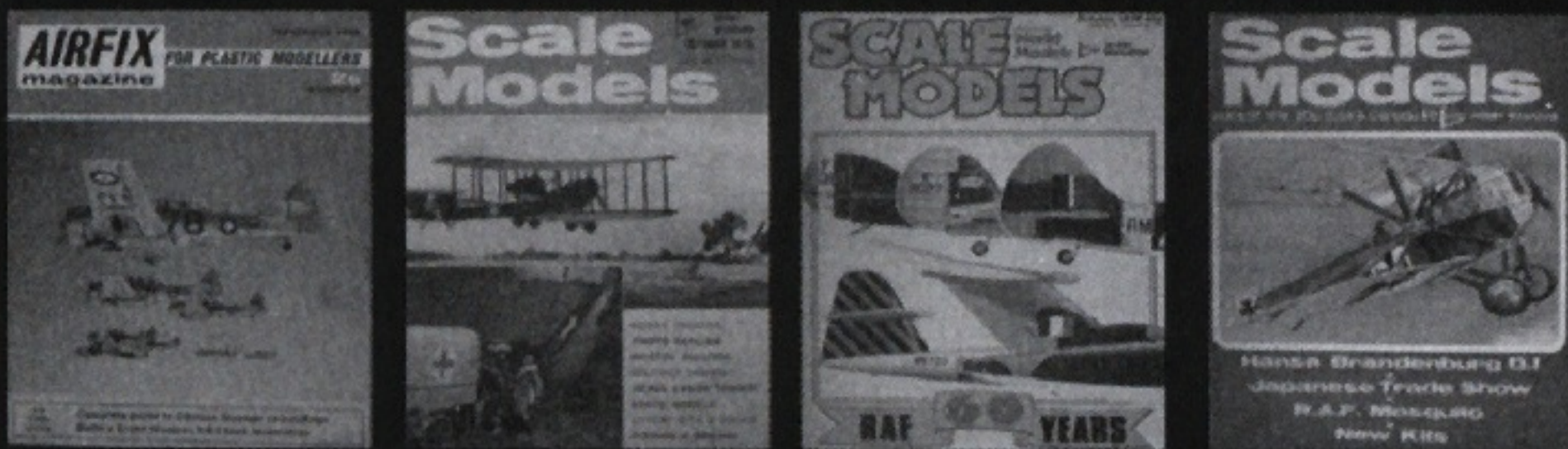
Acrylic

AeroMaster Warbird Acrylic 1053, Gunze Sangyo (Mr Color) H306, Model Master Acrylic 50125, Pactra Acrylic A39, Poly S 500809, Poly Scale 505234, Tamiya XF20.

Footnote

If anyone out there thinks that I am even going to consider compiling a list of P-51 kits, accessories and decals to complement this article, they are sorely mistaken! After all I know that would require a whole book... hmmm, say no more! - Editor.

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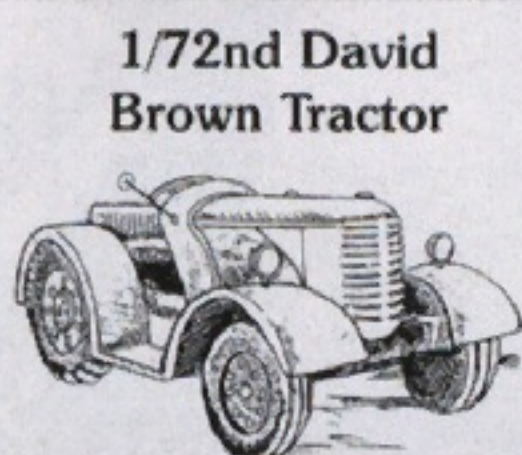
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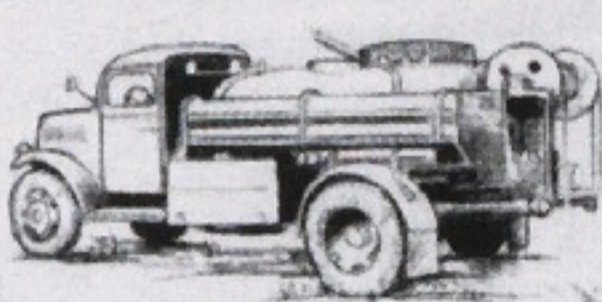


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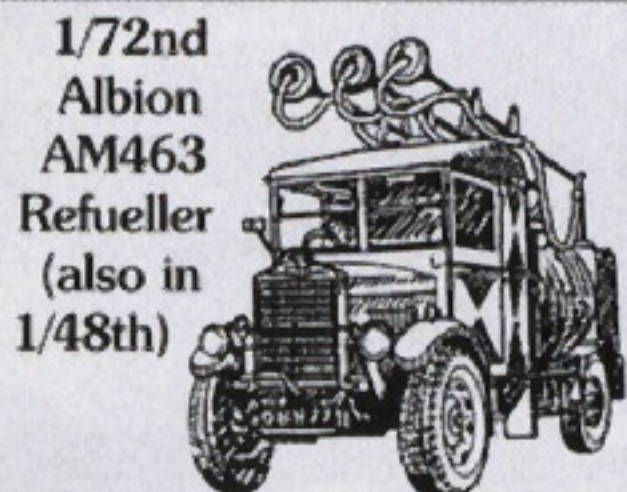
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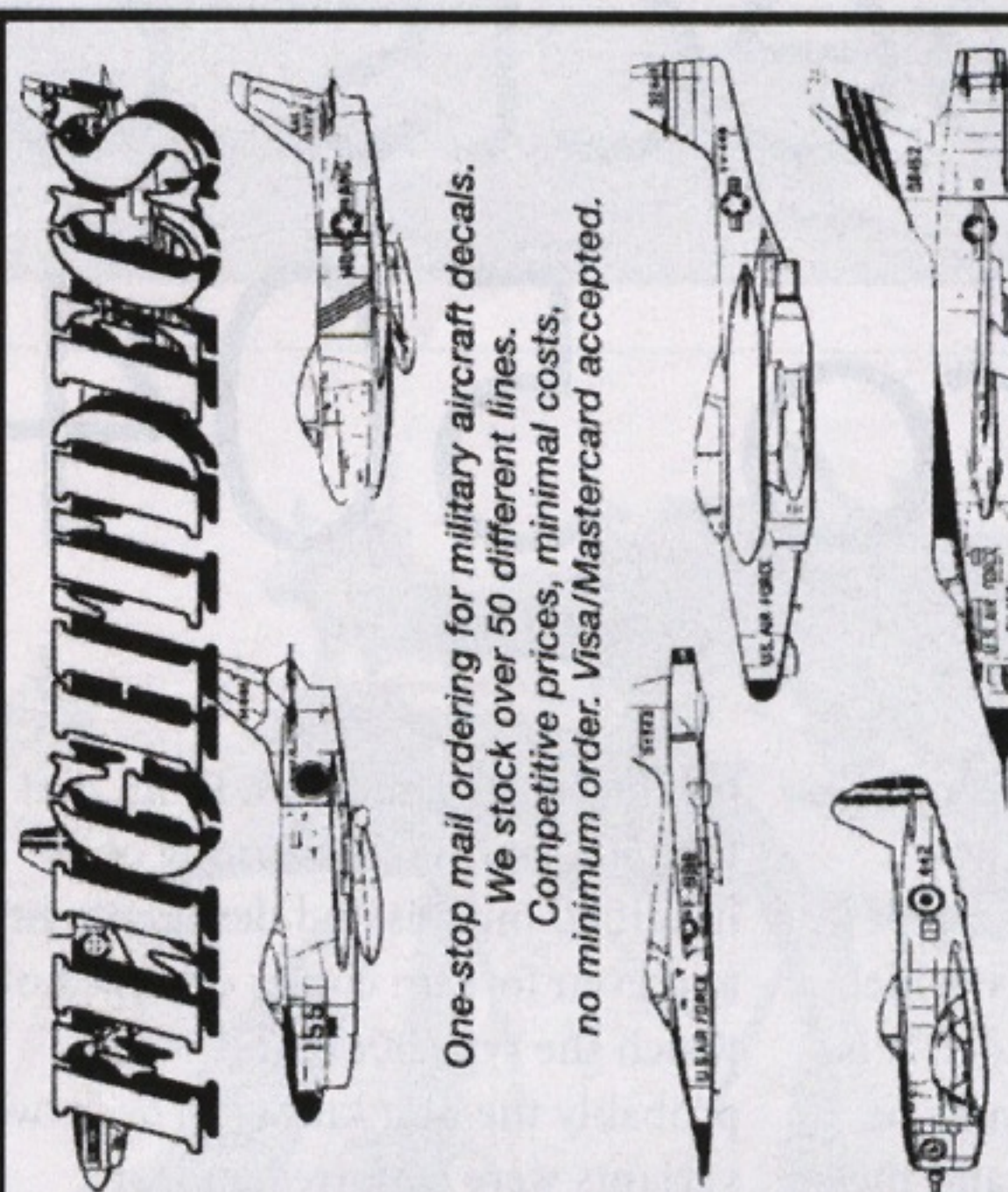
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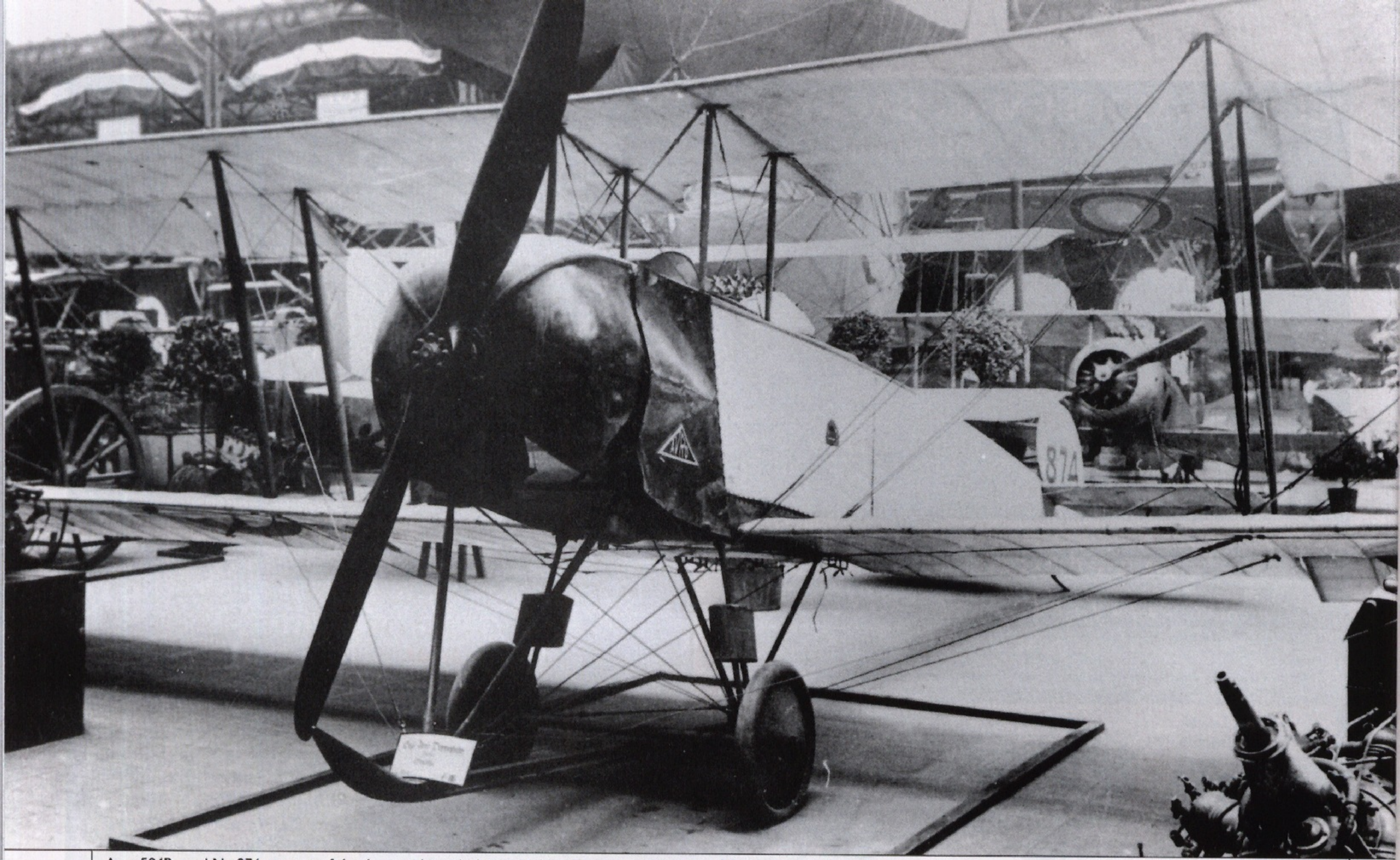
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Avro 504B naval No.874 was one of the three raiders which attacked the Zeppelin works at Friedrichshaven on November 21st 1914; this was the mount of Squadron Commander E.F. Briggs who was shot down but landed intact. It is seen here on display in Berlin in 1917, note the early black enamelled cowling and bomb carriers still in place under fuselage

Aspects of the Avro 504

by Harry Woodman

Principal dimensions of the Avro 504 (from manual)

Span, both wings:
36 feet (10.9m)
Chord, both wings:
4 feet, 9 3/4 inches (1.4m)
Stagger:
24 inches (0.6m)
Gap:
5 feet, 6 inches (1.6m)
Overall length, aircraft in flying position:
29 feet, 5 inches (9m)
Height:
10 feet, 6 1/2 inches (3.2m)

In this occasional series it is not the intention to present a comprehensive history of a type but to highlight certain facets, which may be unfamiliar to the reader. It is also hoped that some detail may be useful to a modeller and expand the perception of a type to supplement the often inadequate text contained in a kit. In some cases the information may be completely new as the subjects are selected from an earlier period of aviation and published to more or less coincide with the issue of a new kit. The grandsire of the type was the Avro 504 completed in 1913 and its appearance was favourably reported upon as a clean-cut biplane (compared with many of its contemporaries). In the Aerial Derby of 1913 it came fourth with an average speed of 66.5 mph. One of the contributors to the design was a 20 year old draftsman called Roy Chadwick who, 28 years later as chief designer, would head the team that

produced the Lancaster. From that first 504 an extended family of modified models and developments and even foreign copies emerged of which the type 504K and N are probably the best known. These two variants were exported and/or license-built in Argentina, Australia, Belgium, Canada, Chile, China, Denmark, Greece, India, Ireland, Japan, The Netherlands, New Zealand, Norway, Peru, Portugal, South Africa, Spain, Sweden and Thailand. Large numbers entered the civil registers here and abroad including many ex-military trainers purchased as surplus. It is an astonishing fact that the Avro 504 which was employed operationally during the first months of WWI also briefly took part in operations in the early months of WWII. In 1939 privately owned aircraft including some Avro 504Ns were swept up in a general impressment programme, and in 1940 they were employed as glider tugs in connection with radar

experiments off the South Coast! The early military 504s saw service with the RFC and RNAS in 1914 but were soon relegated to training units, however, one event above all others led to the Avro 504 being installed in the aviation hall of fame. This was the raid on the Zeppelin factory at Friedrichshaven in November 1914 by three Avro 504Bs of the RNAS. Many writers from the heights of academe to the lows of hackdom have written of this exploit describing how the RNAS trio incinerated a new Zeppelin in its shed and destroyed the gasworks ... unfortunately this did not happen!

Most people who describe the event suffer from RPS (Repetitive Plagiarism Syndrome), in other words, they have merely repeated the information from the last coffee table book that they consulted. In fact, all these accounts are based on a single reference in the official *The War in the Air* Volume 1 published in 1922. The actual item was apparently

entirely based on what a Swiss engineer claimed to have seen through the window of a hotel at Friedrichshaven. As long ago as 1960 the late Dr. D.H. Robinson, recognised as the leading authority on the German Airship Service in WWI (even by the Germans), published a letter in an American *Journal* refuting the account in *The War in the Air*. In the Zeppelin Company archives he found a previously unpublished internal report describing the raid in detail. To summarise: during the raid one bomb fell near the shed containing the new Naval Zeppelin L.7 breaking a window, whilst other bombs fell into a field. One bomb hit a house killing one person and injuring two others, which was the hitherto unexplained reason why some Germans gave Squadron Commander Briggs a rough reception when he was forced to land. One bomb fell between sheds causing minor damage to the doors



Avro 504K F.8748 built by Frederick Sage and Co of Peterborough. This photo was taken post-war and shows the 504K in its standard RFC/RAF finish



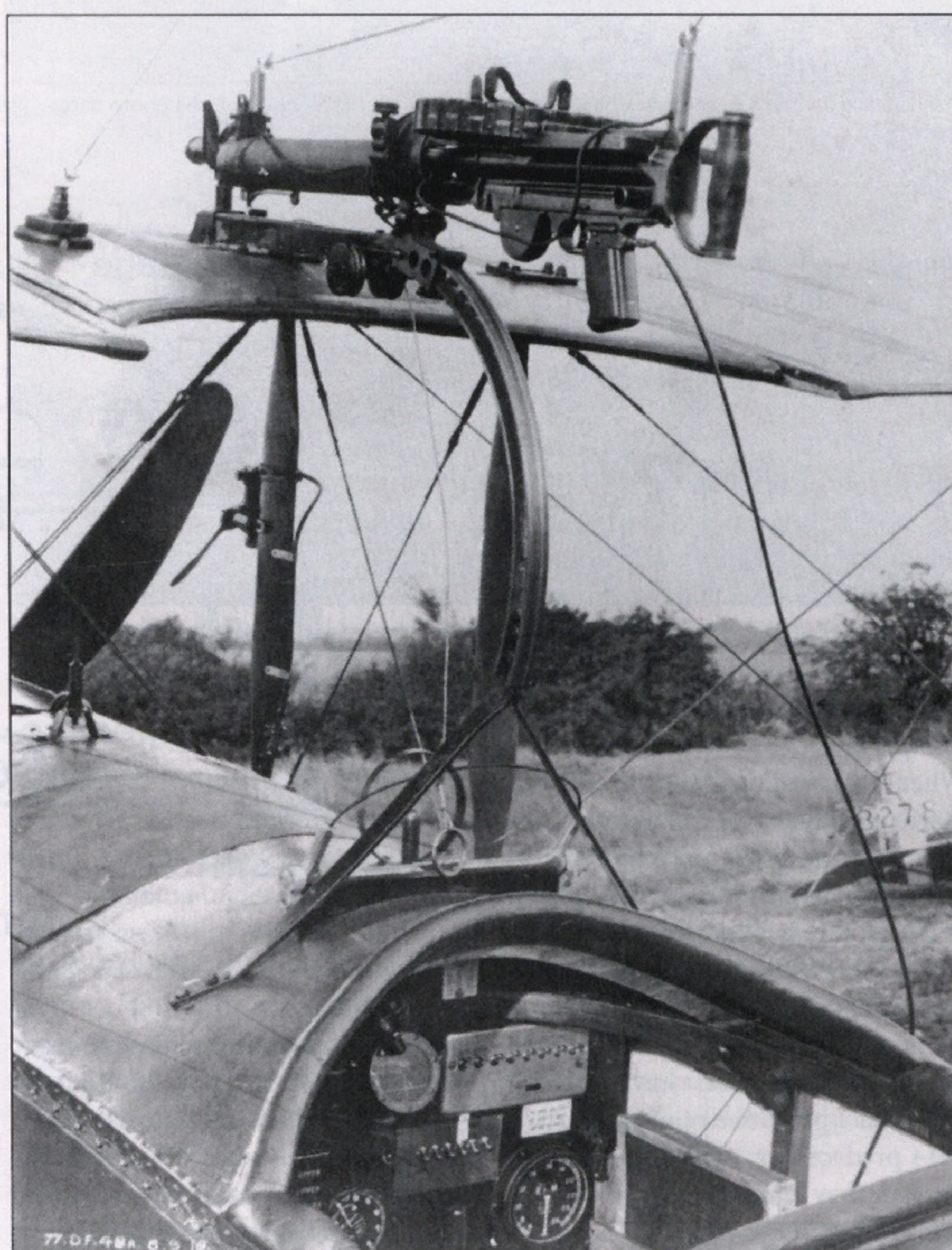
above: A line up of Avro 504Ns of No. 601 Squadron in 1929. Powered by the 180hp Armstrong-Siddeley Lynx radial this was a standard trainer in the RAF until it was declared obsolete in 1933, being replaced by the Avro 621 Tutor

right: Late in the war some 504Ks were converted into single-seat Home Defence aircraft. This is E.3278, a Parnall-built machine fitted with a Mk II Lewis on a Foster mount. The array of switches and buttons on the dash controlled night lights and a selection of flares etc.

whilst another Avro aimed at the gasworks but failed to hit the target. Although Dr. Robinson included this information in his masterpiece *The Zeppelin in Combat* in 1962 and repeated it in reprints in 1971, 1984 and 1994 the myth prevails. Of course the raid by three RNAS officers was a remarkable achievement despite the exaggerated accounts. To fly solo for four hours in November in fragile aircraft powered by the not too reliable 80 hp rotaries was a considerable feat of navigation requiring great courage and devotion to duty. The main reason why it was not repeated appears to have been that the Avros had to pass over Swiss territory and the Swiss made formal complaints. During the war neutrals had the right to shoot at and intern aircraft of the warring powers and they did. The 'destroyed' L.7 was taken into service and was subsequently destroyed on May 4th 1916. Later in the war some 504s were pressed into

service as unlikely Home Defence aircraft and it seems that one of the new issues by the Polish kit manufacturers has the hyperbolic title 'Zeppelin Killer'. There can be little doubt that there will be more variation on this basic kit, which appears to have started life as the Soviet U.1 and subsequent MU.1, the 504 copy (see Mike Kingsley's review in *Scale Aviation Modeller International*, Vol 8 Iss 5 May 2002).

In 1916 a more powerful engine in the shape of the 100 hp Gnome Monosoupape was fitted and this became the 504J. From this sub-type the 504K was developed and was manufactured in large numbers. Both types served as ab initio trainers for the RFC/RNAS/RAF and by the end of 1918 over 3,000 Js and Ks were on charge; after the war surplus aircraft were sold off. The last 504Ks were delivered in January 1927 when the type was about to be replaced by the 504N powered by the Armstrong Siddeley Lynx radial,

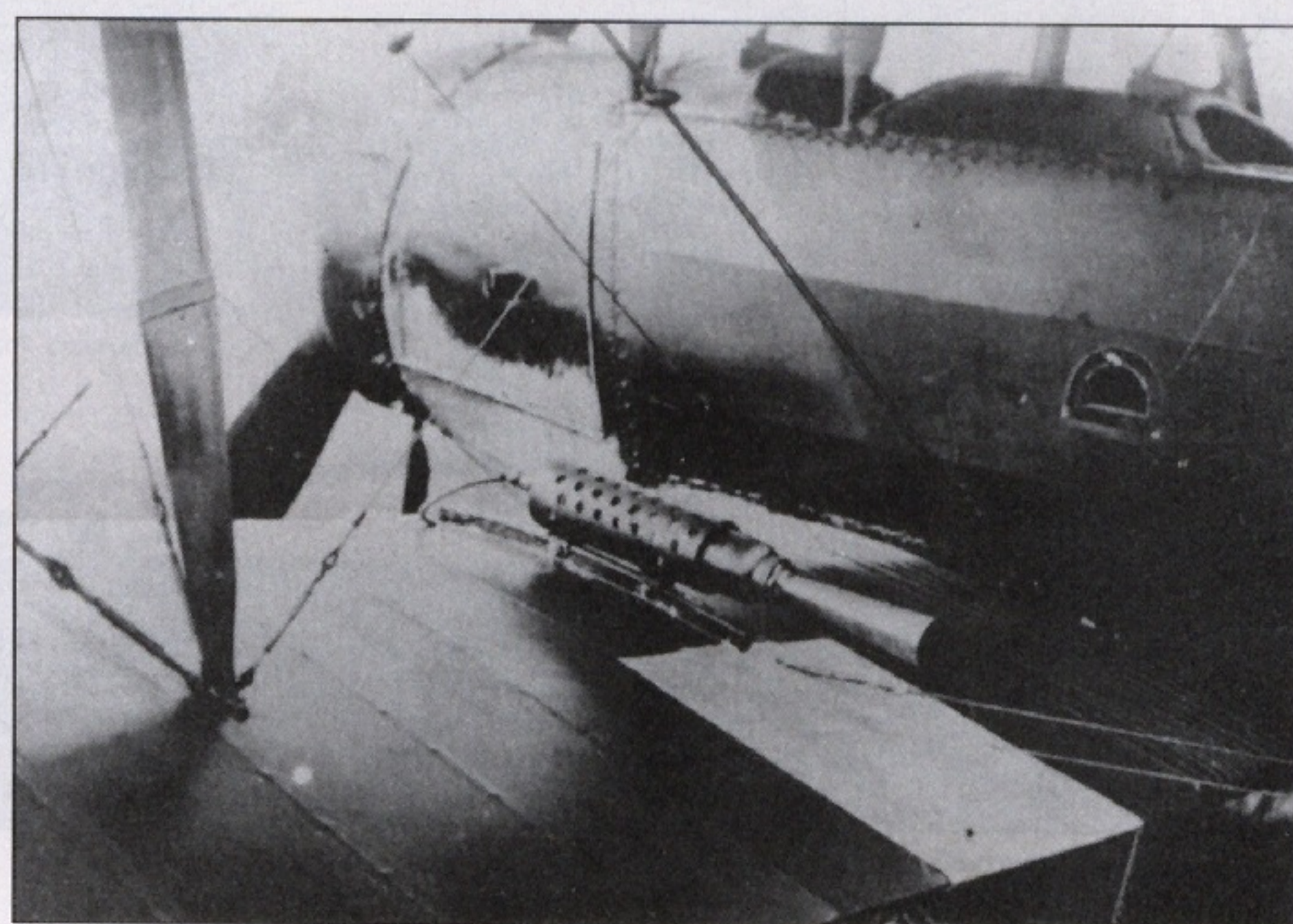




Many 504Ns transferred to the civil register in the mid 1930s, G-ADBO (ex K.2354) seen here was photographed at Bridgewater in 1935. A conversion by the Anderson brothers of Hanworth, it was used to advertise Co-Op Tea, the logo being on long banners seen here rolled up under the wings (© A.J. Jackson)



Manhandling an MU.1 of the Black Sea Fleet Seaplane School at Sevastopol, the photo dates from 1933



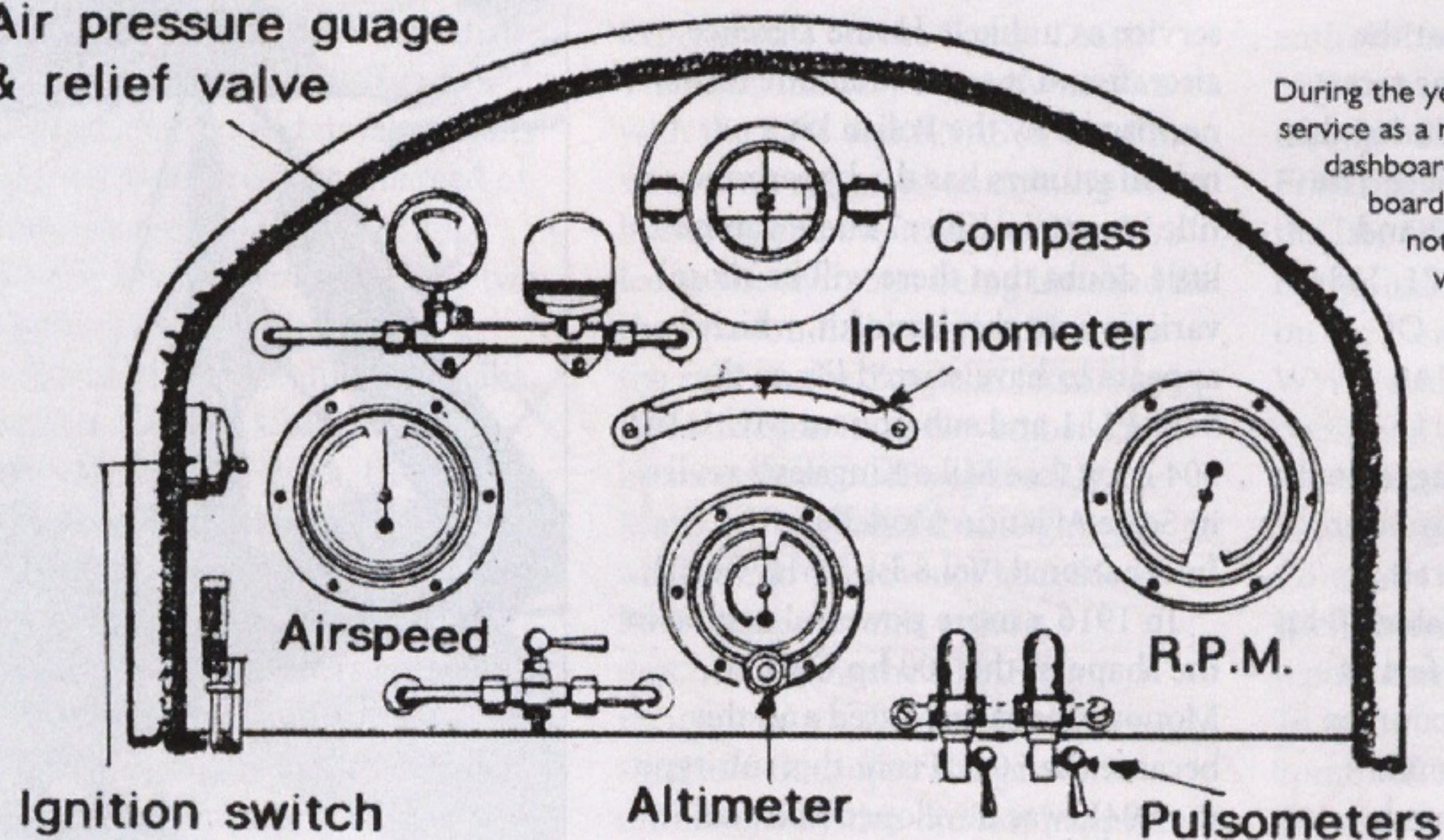
Hands up all those who were unaware that in early 1931 experiments were carried out by Engineers V.I. Dadakov and V.A. Konstantinov with a rocket-assisted take off system. The pilot S.I. Mukhin carried out 100 take-offs with this adapted U.1, the take-off time was 1.5 seconds! The Russians were among the very first to investigate the uses of rocketry for purposes connected with aviation and other areas

some Ns were converted Ks. In addition to the parent company the 504K was manufactured by 18 other companies in the UK and abroad.

The Soviet Copies

Recent kits of the 504K represent the Soviet copies so a few words would seem to be appropriate. Although there is a tendency to refer to these aircraft as "Russian Avro 504Ks" they should be described as the U.1 and MU.1, the latter being a floatplane version of the former. When units of the RAF were sent to North and South Russia in 1919 they were equipped with the best aircraft available, D.H.4s, D.H.9s and 9As, R.E.8s, Sopwith Camels etc. However, for some inexplicable reason a few Avro 504Ks were also sent and actually took part in operations, one at least having a Lewis on a primitive mount like its 1914 predecessor. When the RAF left Russia they left behind various aircraft including some D.H.5s, 9s

Air pressure gauge & relief valve



INSTRUMENT BOARD
AVRO 504K 100 h.p. MONOSOUPE

During the years when the 504K was in service as a military and civil aircraft the dashboards changed continuously. This board is extracted from a set of flying notes by Lt. R.T. Leighton RFC who trained at the Special School of Flying at Gosport in 1917. This board was in the rear (instructor's) cockpit; the trainee had a much simpler crescent-shaped fascia

and 9As, the latter providing the base for the Soviet copy, the R.1. According to Russian historians an Avro 504K was forced to land whilst over Red territory and was captured intact. After being dismantled by a

railway gang supervised by an engineer called Sergei Ilyushin the machine was dispatched to Moscow where a team under Nicolai Polikarpov used it as a pattern machine to produce the U.1 (U for

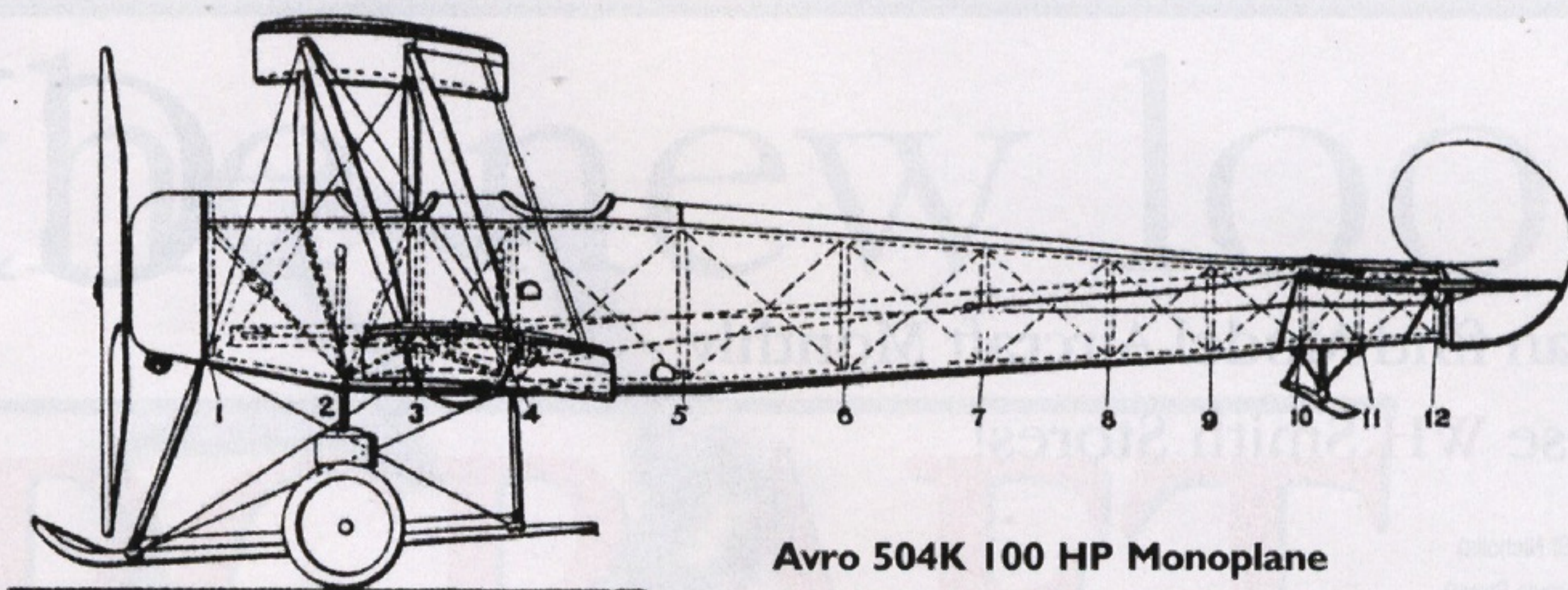
Uchebnyi which means trainer). It was subsequently manufactured in quantity, a total of 737 being built of which 73 were completed as MU.1s (M = Morskoi ... maritime). Siberian pine was used in the

construction and power was provided by a 120hp M.2 rotary (a copy of the French Le Rhône 'J'). There were some minor divergences from the original aircraft but none noticeable except for a larger windscreen. The U.1 remained the standard trainer in the USSR until 1932 when Polikarpov's classic U.2 replaced it in military and non-military training schools.

References

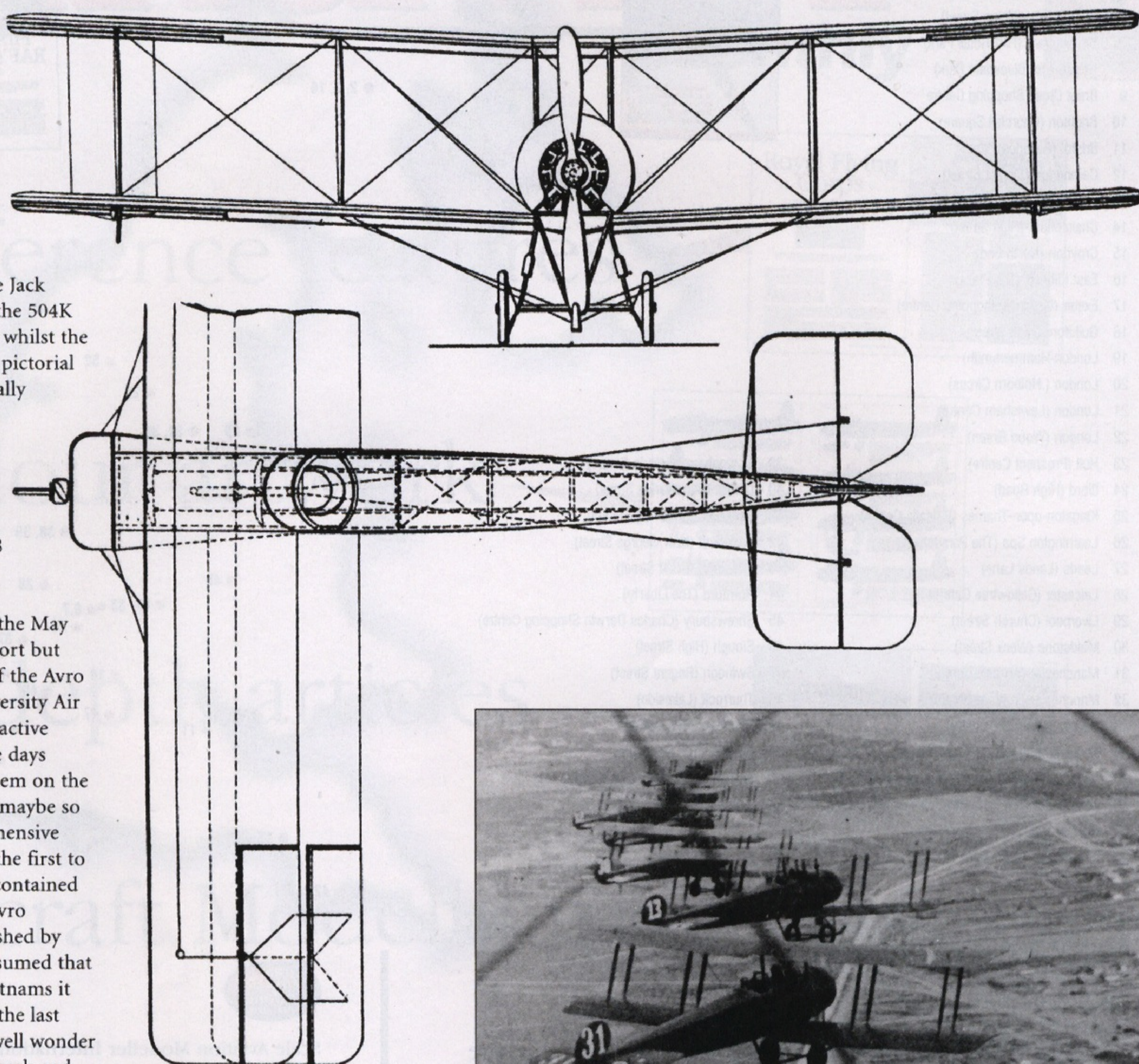
The writer likes to list references which may be available to the average modeller.

Naturally an aircraft with a long and complicated history such as the Avro 504 has an extensive reference source base but many are old and not easily available. The most obvious first choice is the excellent Windsock Datafile No. 28 by the late Jack Bruce. It deals only with the 504K and its permutations and whilst the historical text is brief the pictorial content is superb. Originally published in 1991 it has been reissued recently. For those who have collected bound copies of *Aeroplane Monthly*, in the May 1978 issue a well illustrated feature on the 504 by A.J. Jackson appeared, whilst the May 1982 issue contained a short but well illustrated account of the Avro 504N as used by the University Air Squadrons with their attractive markings. I suppose these days someone has started an item on the Web about the Avro 504, maybe so but the very best comprehensive account of the 504 from the first to last, military and civil is contained in A.J. Jackson's superb *Avro Aircraft Since 1908* published by Putnam in 1965. It is presumed that like many of the older Putnams it has been reissued within the last decade. The reader may well wonder how he can refer to this work and the answer may lie in your local public library. Do not expect to find it on the open shelves but it might just be in the reserve collection. If not there is the inter-Library Loan system. Practices may vary but normally all that is required is that the 'reader' (one who has a valid library ticket) completes a card of particulars and pays a small fee. The library then circulates the request and eventually the book will arrive on loan from some other library, sometimes much further afield. The loan period may vary according to the rarity or value of the book. The process has been described in full because it is often a surprise to this writer to learn that many people seem to be unaware of the service.



Avro 504K 100 HP Monoplane

D.2. GA 504K extracted from the "Manual of Rigging for Aircraft", Air Publication 1107, March 1925 - 1/72nd scale



Seven Soviet U.1s photographed from an eighth of AVIAKHIM (a support organisation for the Red Air Fleet) some time in the late 1920s. The standard dark green finish (undersides usually pale blue) of the period is apparent, only aircraft numbers were carried, no stars

Known Kits

These have not been numerous but the 504K was included in the pioneering 1930s series of 1/72nd plastic kits (actually acetate) manufactured by Lines Bros. of London SW19 under the legendary FROG trademark. The next plastic kit to appear was in 1/48th scale and was produced by the British Merit firm in the mid 1950s.

The kit was later marketed under the Artiplast and Smer labels and some of these veterans may still be available. In 1967 Airfix produced their 1/72nd scale kit, which has sometimes been criticised, but it could easily be improved. Our friends IBG in Warsaw have distributed kits

(under the A-Model brand name) of the Soviet U.1 and MU.1 in the last year in 1/72nd and most recently the same moulding under the somewhat extravagant title of Avro 504K "Zeppelin Killer". Of these the writer, being a 1/48th scale enthusiast, of course remembers the old Merit offering with affection. It was rather chunky in parts but could be made into a very good model with a little work. On the horizon but not due until next year is a 1/48th scale kit

from the British Pegasus/Blue Max people who have already produced an excellent series of WWI aircraft in both scales. It will represent the 504K and the general tendency will be to make it up in the usual RFC scheme but there is really much scope for converting it into one of the many variations both military and civil. Decal manufacturers should have a field day with this one.

Harry Woodman

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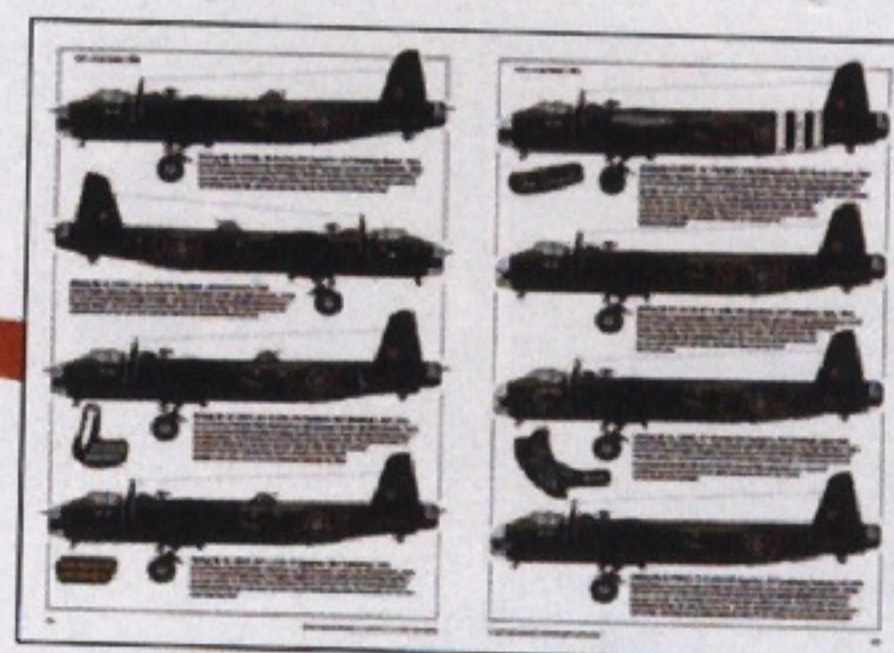
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Quick Build

Curtiss P-40F/L

by Dai Williams

Shortly after the appearance of the Curtiss P-36 fighter it became apparent that though the design was good, its performance would soon be inadequate when faced with fighters then being developed by other countries. There were a number of attempts to improve on the design and one of these, the Curtiss XP-40 made its maiden flight in October 1938. The aircraft was powered by an Allison inline engine giving it a much longer nose than its radial engine predecessor. After much development the aircraft participated in a fighter competition held in January 1939, after which a production contract was awarded. A large batch of production aircraft was built for the French Air Force, but with the collapse of France in 1940 these were transferred to the RAF. It was with the RAF that the P-40 first saw combat in North Africa and with the famous 'Flying Tigers' of the American Volunteer Group in China.

The P-40F variant saw the Allison engine replaced with a Packard-built version of the Rolls-Royce Merlin engine incorporating a supercharger to improve altitude performance. The distinctive nose shape of this variant

was changed due to the deletion of the carburettor intake running across the top. The early P-40Fs were basically similar to the earlier P-40E series but late in the production run, the length of the fuselage was increased with the vertical tail being moved behind the elevator. It is this form of the aircraft that is provided in the AMtech kit.

In an attempt to improve performance, weight saving measures were taken such as reducing the fuel capacity and armament, resulting in the P-40L series. The performance gains were marginal and in practice these changes were often reversed when in the field. This variant was supplied to the RAF where it was designated the Kittyhawk II. The P-40L variant was again powered by a Merlin engine and was externally almost indistinguishable from the P-40F series, allowing this model to be constructed from the AMtech kit.

The Curtiss P-40 in its numerous forms never had enough of a performance edge over the aircraft which it opposed to provide it with the sort of status attributed to other types such as the Mustang or the Fw 190. However it was pressed into service by a number of air forces at

times when no other aircraft were available and as such provided vital service throughout the war in many theatres during WWII.

The Kit

The main parts of the kit are in light grey plastic. The mouldings are quite good, though there was some flash on some of the smaller parts in my example. There are recessed panel lines throughout. There are some areas which seem to have been simplified a little, notably the wheel wells, but the kit is perfectly acceptable by today's standards. There is a large resin nose section supplied. AMtech credit the French company Hi-Tech with the production of this piece. I assume that this has been added by AMtech as an afterthought after noting some issues with the nose area on the original kit. There do seem to be differences in the outline of the resin nose when compared to the kit parts and the intake under the propeller has only one circular intake (which seems to correspond to the drawing of the P-40L intake in the Squadron/Signal In Action book on the P-40) while the original plastic part has two.

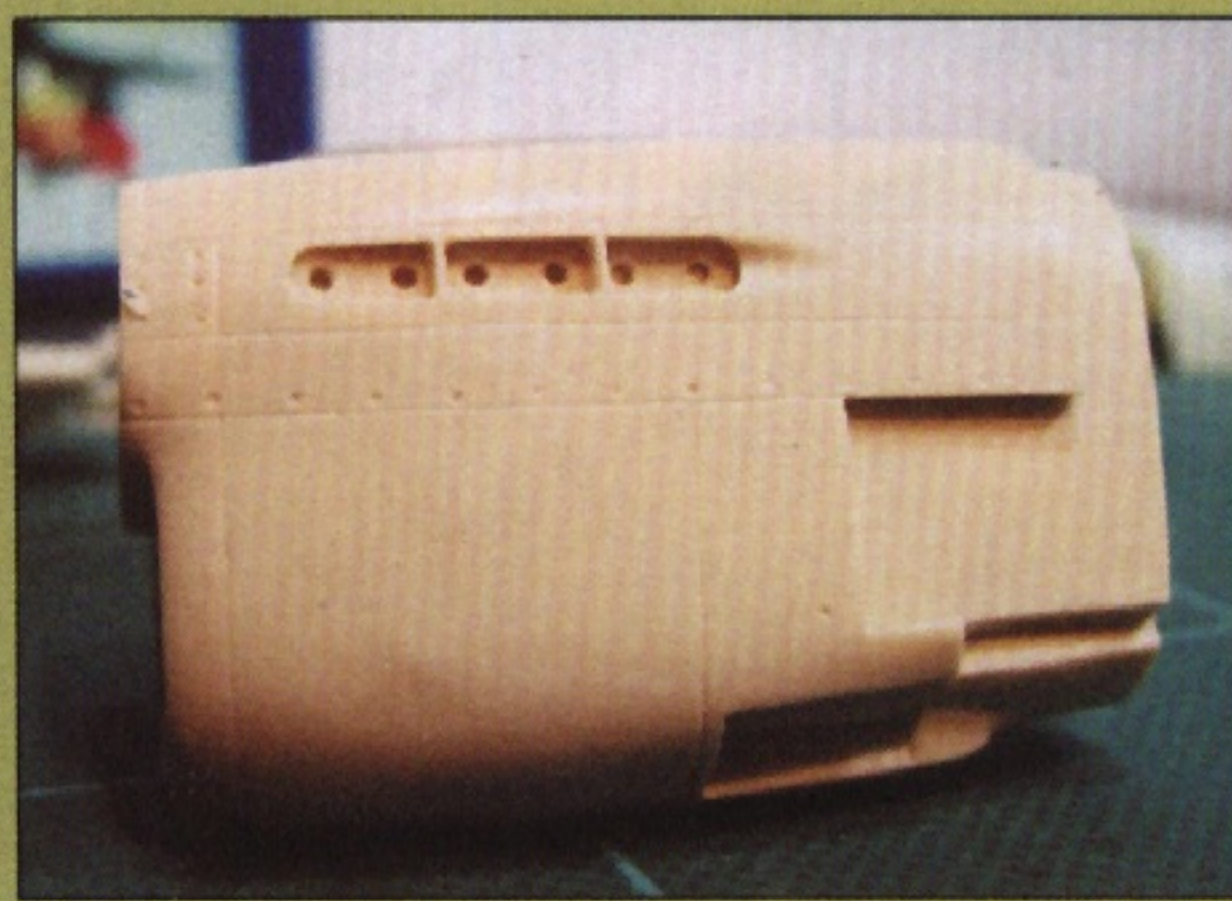
The instructions are presented in a

Curtiss P-40F/L

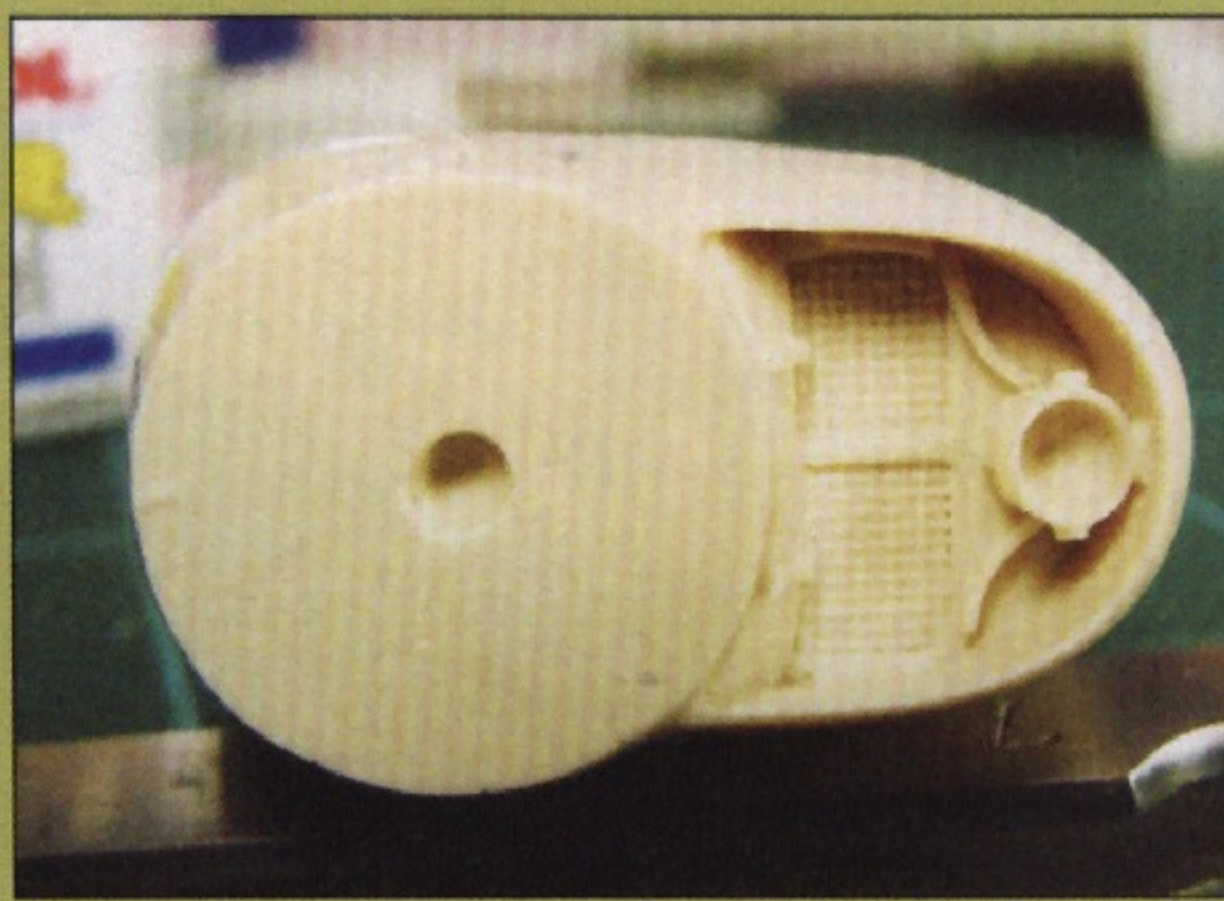
Scale:	1/48th
Kit No:	489202
Price:	£22.99
Origin:	AMT/Ertl (USA)
Panel Lines:	Raised ✓
Status:	Updated Tooling ✓
Type:	Injection Moulded Plastic & Resin
Components:	Plastic 49 (Grey), Resin 1 Clear 4
Decal Options:	4

booklet on eight sides of A4. These are clear and include painting instructions, though no model paint colours are quoted. Federal Standard paint references are included - but for the exterior colours only. Some may find the painting guides for the exterior colours a little hard to follow. The colours are represented by shades of grey and in one of the colour schemes there are no less than seven shades of grey representing the different colours to be applied to the model - not that easy to decipher. There are a further four sides of A4 with large clear photos showing the alterations to be made for the resin nose.

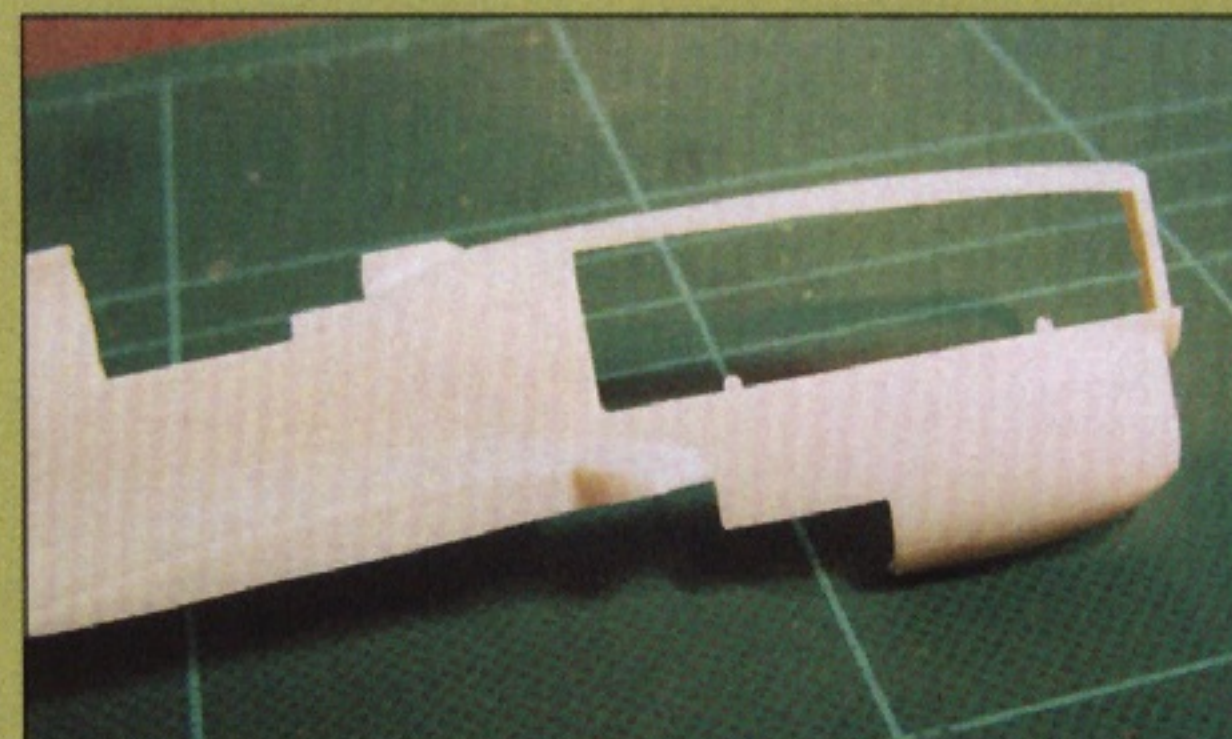
There are transfers included for four aircraft (one of which had two distinct and quite different colour



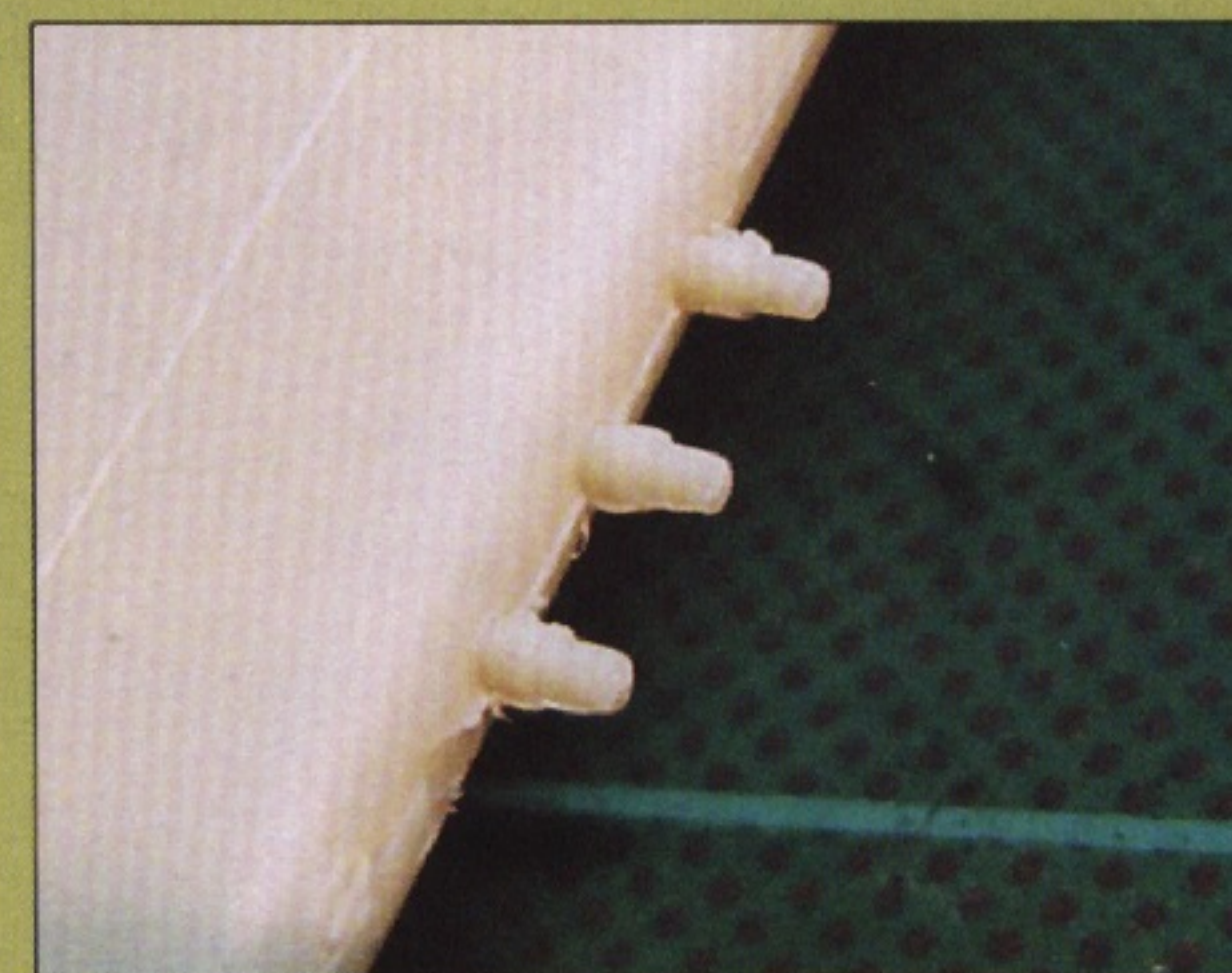
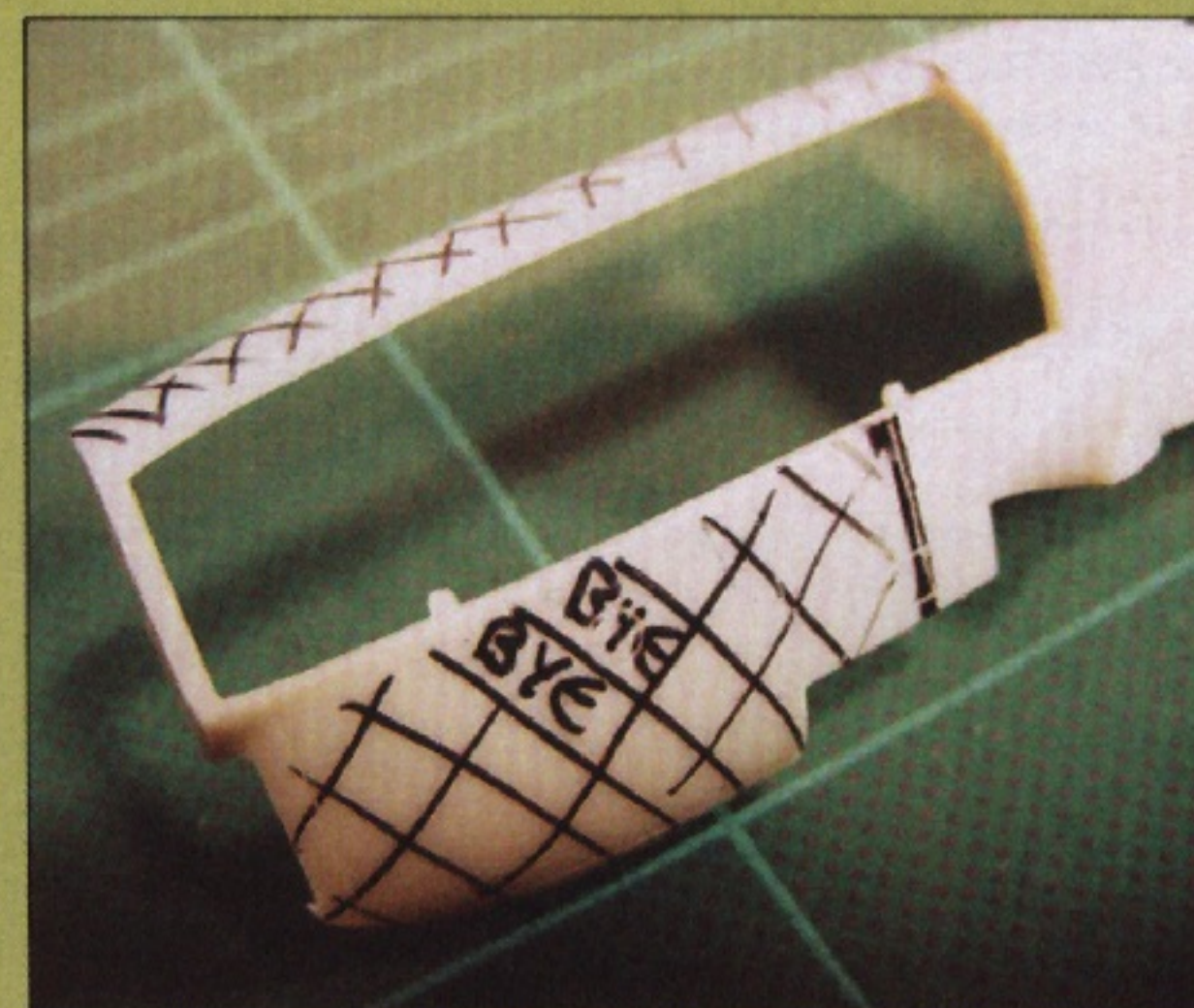
The resin insert for the engine - removing the excess resin is very easy



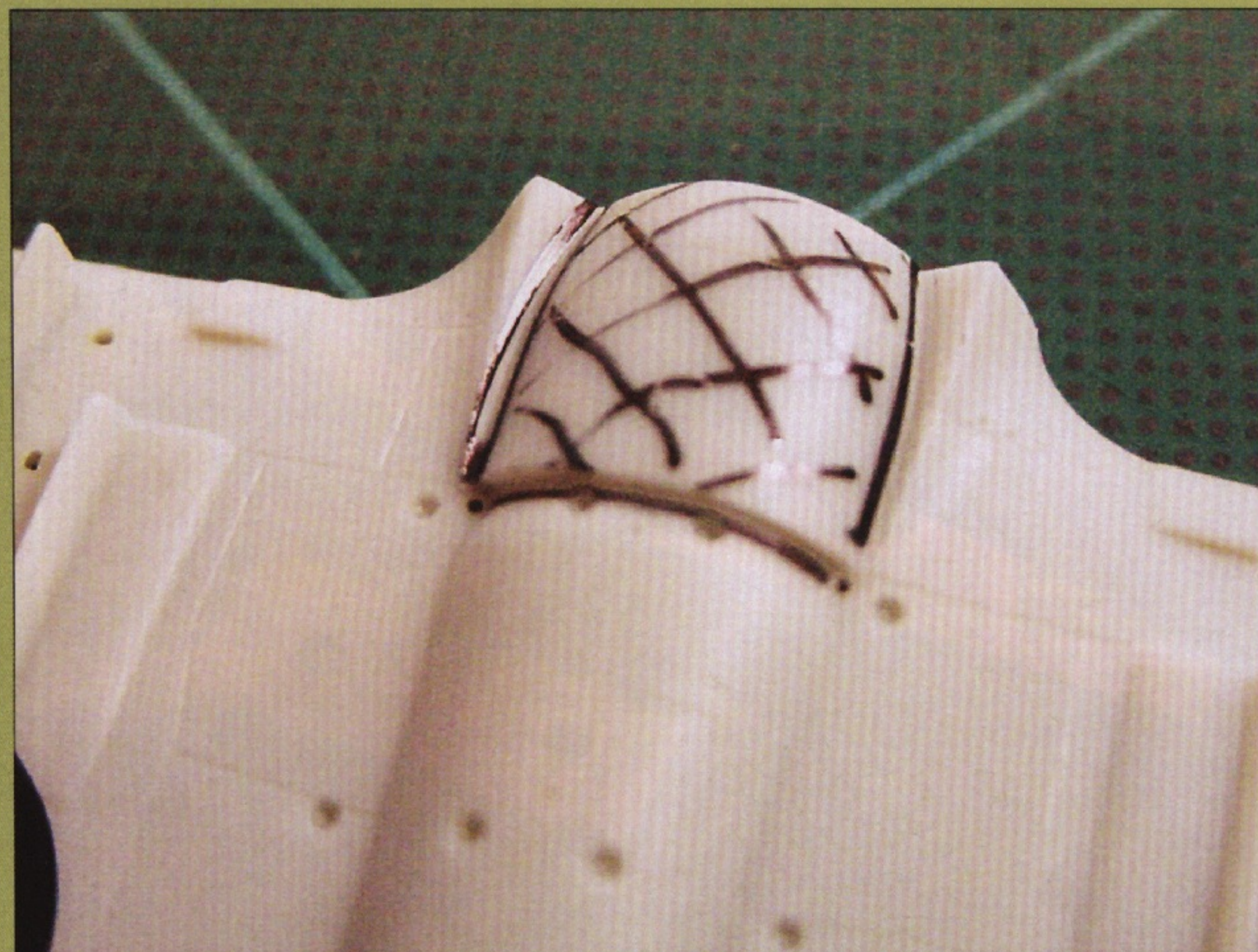
The detail inside the nose intake is very good - little needs to be added here



The kit nose needs to be removed...



The kit-supplied guns are OK but I thought that they could be improved upon



...as does part of the lower wing moulding

schemes during its career). These include both USSAF and RAF examples from the western desert, and a rather distinctive black and red example flown by Lt Col. Robert Baseler of the 325th Fighter Group with a rather challenging looking set of transfers representing a black and yellow checkered pattern on the tail.

Some of the transfers are duplicated on a replacement sheet. I am not sure why this has been done as the red that is printed on this second sheet looks extremely bright to me (especially on the RAF fin flashes). I opted to use the markings on the original sheet.

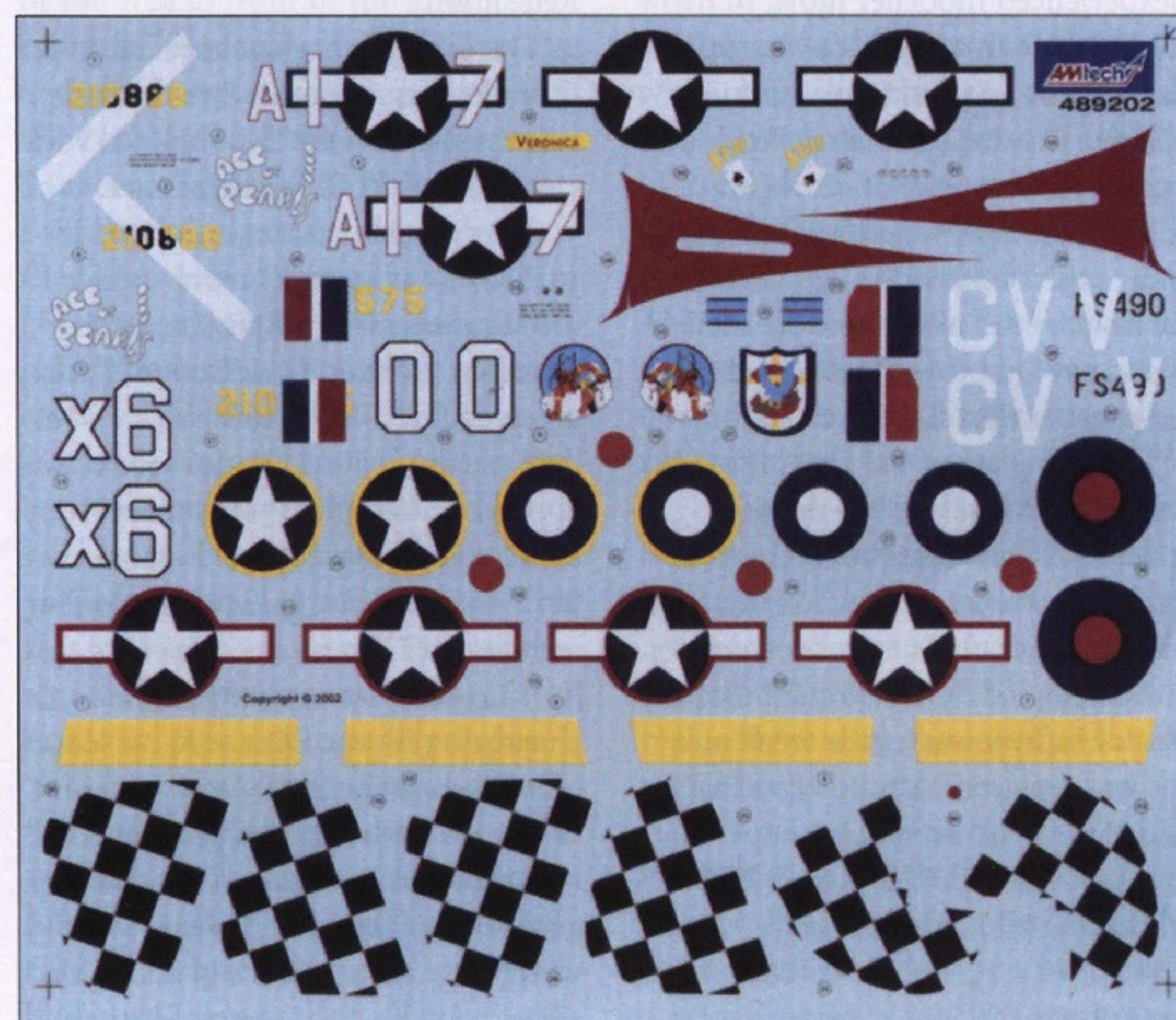
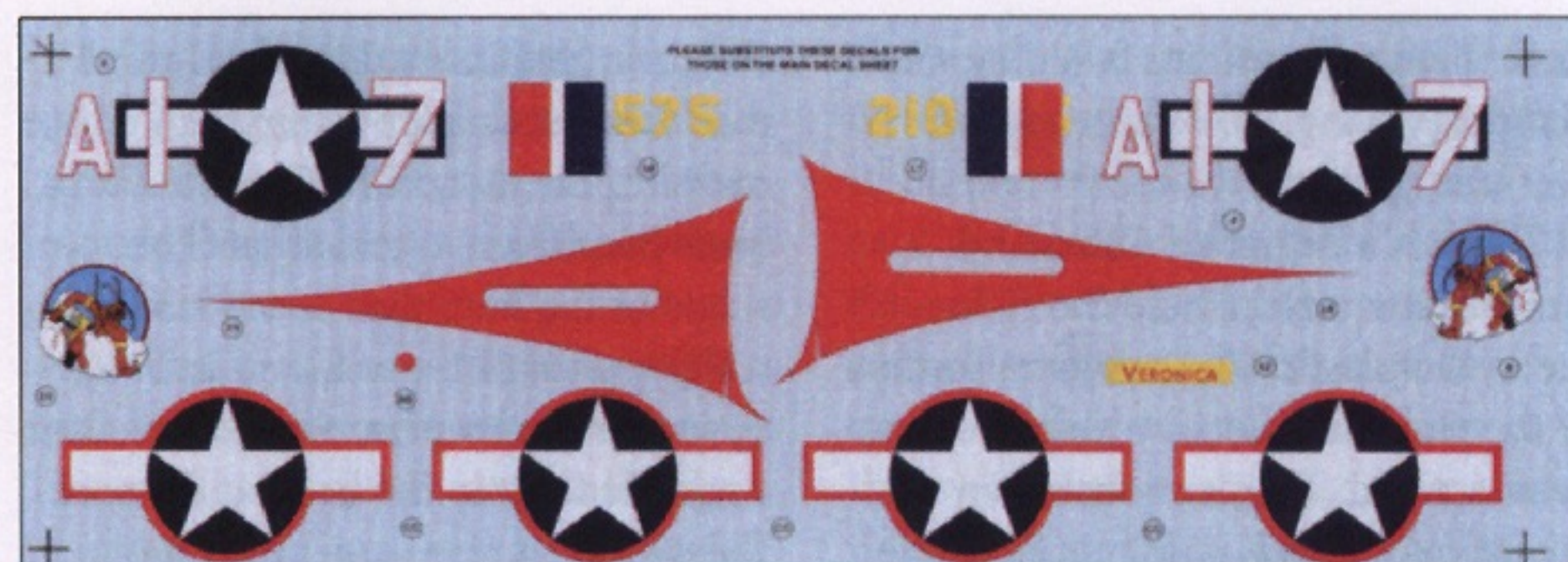
Assembly

Assembly of the basic kit should prove pretty straightforward for all modellers. The kit is simple to build and the fit of the parts is reasonably good. Text on the kit box does explain that there is a resin nose in the kit and on the side of the box AMtech do print the words 'modelling skills helpful'. However they do not explain that you have to saw up the plastic parts in order to use it and this is not obvious without looking inside the box.

I suppose that it is largely up to the modeller whether or not they decide

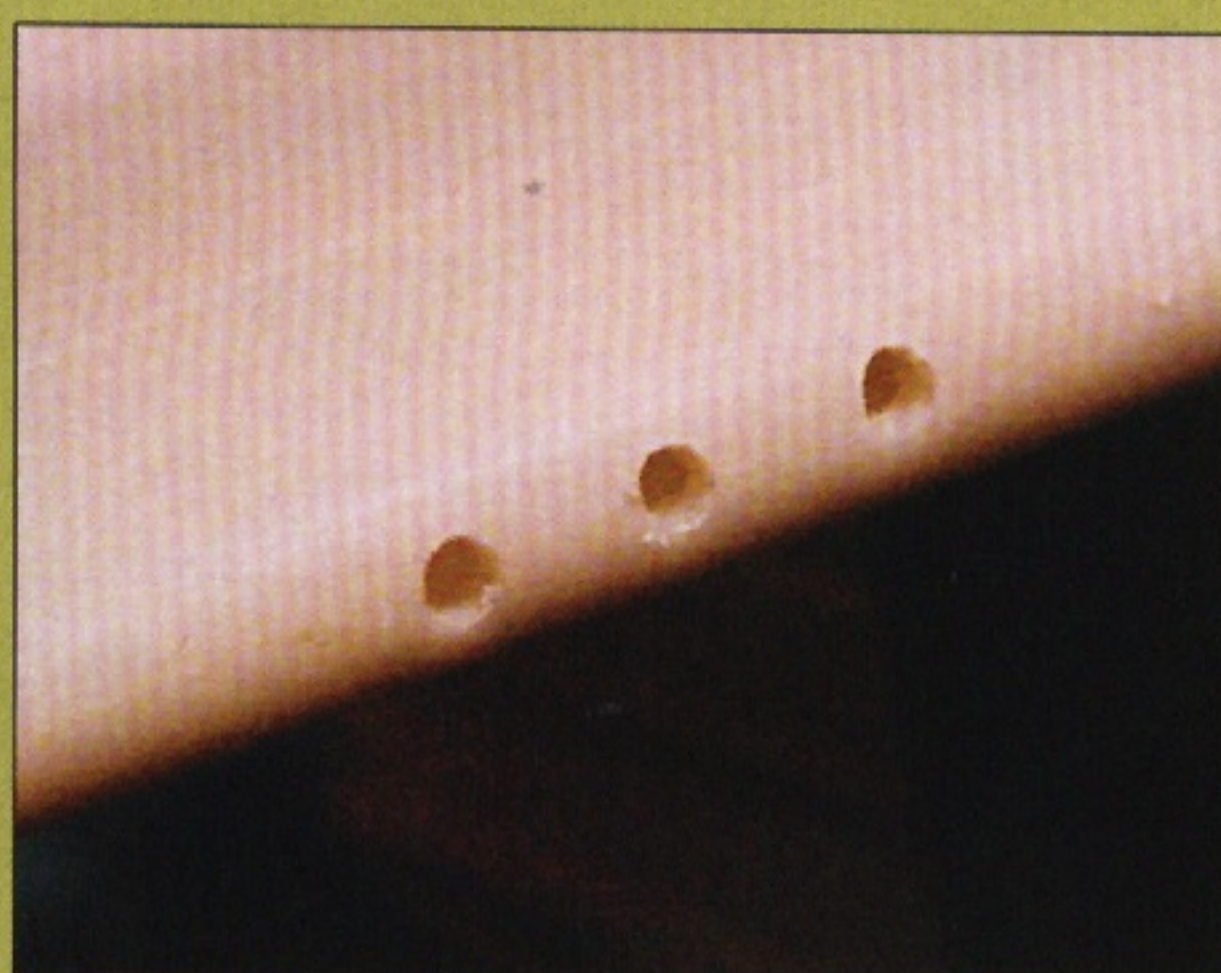
to use the replacement resin nose provided in the kit. Its installation does require some surgery. For some, the risk involved in sawing up a kit may be too great. Though it is not a particularly complex or time consuming operation, it needs to be done neatly (which assumes some prior experience of this sort of thing) and a razor saw is pretty much essential for this task (which assumes you have one). While none of this is a problem for most experienced modellers I think that AMtech could have made this a little clearer.

I started construction with the assembly of the nose. The photos showing the removal of the plastic nose section are very clear. The instructions do not really explain how the removal of the plastic parts and the fitting of the resin nose relates to the rest of the construction sequence. It is pretty much up to the individual when to do this but I would suggest that it is done as early as possible. I removed the plastic areas from the nose and wing centre section first, then fixed the two halves of the fuselage together and then fitted the resin nose, using thick superglue to fix it in place. This allowed a short setting





They are first sanded off



Holes were drilled in the gun locations



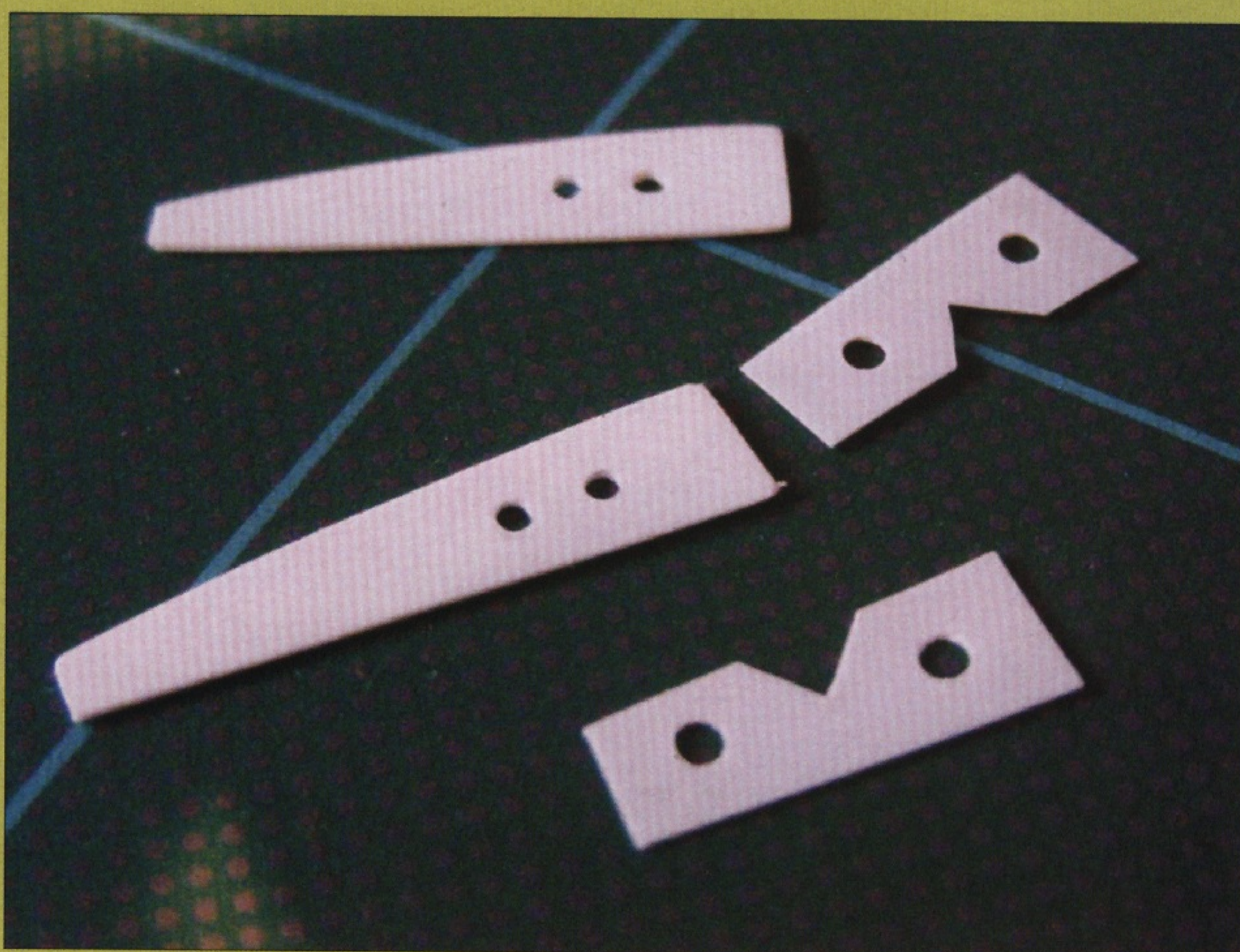
The guns were then replaced with telescoping brass tubing



There is a gap between the side of the fuselage and the wing



There is a noticeable gap in the side wall of the wheel well



Inserts cut from plastic card to close the gap and provide the necessary detail

time when adjustments could be made before applying accelerator to set everything firmly.

There is a degree of filling and clean-up required where the resin meets the plastic. This removes some of the panel line detail which needs to be re-scribed. This is probably an operation which is going to cause the inexperienced modeller more headaches than actually sawing up the plastic parts and fitting the nose. While dry fitting the major parts together, I found the fit of the nose pretty good but I was left with a gap under each of the side plates and at the front of the centre section. These would have to be dealt with later on in the construction sequence.

The rear plate of the cockpit tub fits well into the fuselage but there is a gap at the top which does not seem to be present in photos of the cockpit of the full sized aircraft. This was corrected with a scrap of card. I thought that the pilot's headrest was a little small and this was replaced with a piece of scrap card carved and sanded to shape. The seat itself is attached to a framework behind the pilot which is not represented in the kit. I built this up from plastic rod - only the top being

visible in the finished model. I think that the seat, as supplied in the kit, is oversimplified and I replaced it with a brass item from a Reheat set. The shape of the item that I used is not really typical of those found in P-40s as wartime examples seem to have had a rounded top to the back of the seat. The seat belts also came from the Reheat set.

The instrument panel needed a little cleaning up to remove the flash and the pedals were also replaced with etched items from the Reheat set.

The cockpit parts were painted in such a way as to get as much colour into this area as possible. The parts were first given an undercoat of dark green enamel. When this was cured a light patchy coat of Interior Green was applied. Luckily the P-40 interior seems to have been treated with a fairly dark interior green closer to that seen on RAF types rather than the horrific, sun glasses shattering, zinc chromate yellow colour seen on other types such as the P-47. Once the paint had cured a very light application of red/brown pastels in small patches gave an impression of general dirt and wear. Once the enamel had cured for about a week a light wash of black and

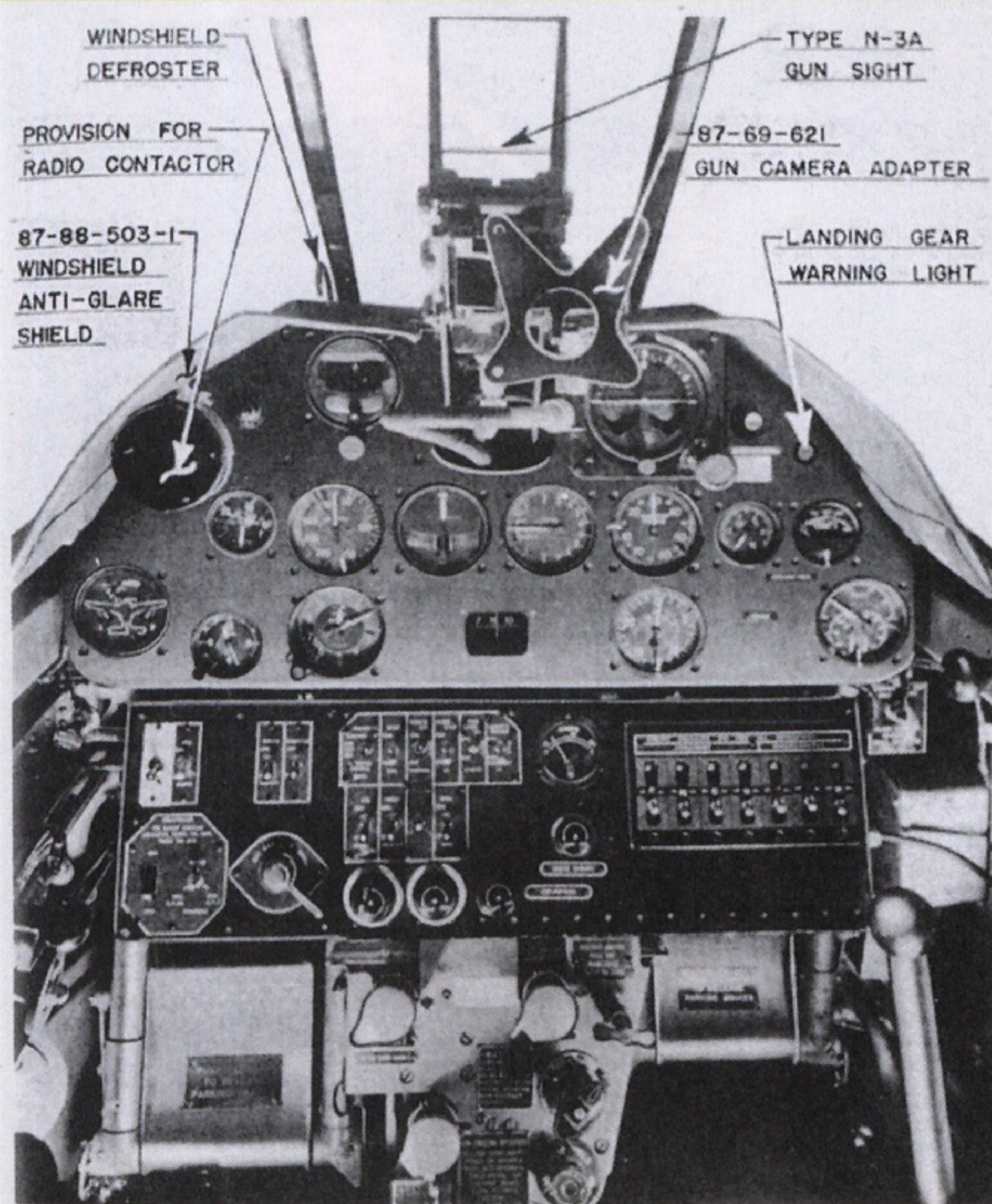
burnt umber oil paint was applied to give a little depth to the detail. This was much diluted with lighter fuel (this evaporates very quickly reducing the risk of the solvent lifting the underlying paint). When dry the interior was drybrushed with successively lighter applications of interior green each lightened with increasing amounts of white enamel. I use Humbrol matt enamels for spraying the main cockpit colours as when applied by airbrush I find the matt finish rough enough, to provide a 'key' for the pastel chalk and the drybrushing. Use of acrylics or gloss enamels provides a smoother finish and the pastels and drybrushing coats tend to smear. The only disadvantage of the use of solvent-based enamels is that you need to be very sparing with the oil washes, otherwise they tend to spread out rather messily and soak into the underlying paint rather than running along edges and into recesses as required.

The completed cockpit tub fitted well into the fuselage though it was a rather tight squeeze, requiring some force to get it into position. You may wish to thin the rear faces of the sidewalls to avoid the whole thing

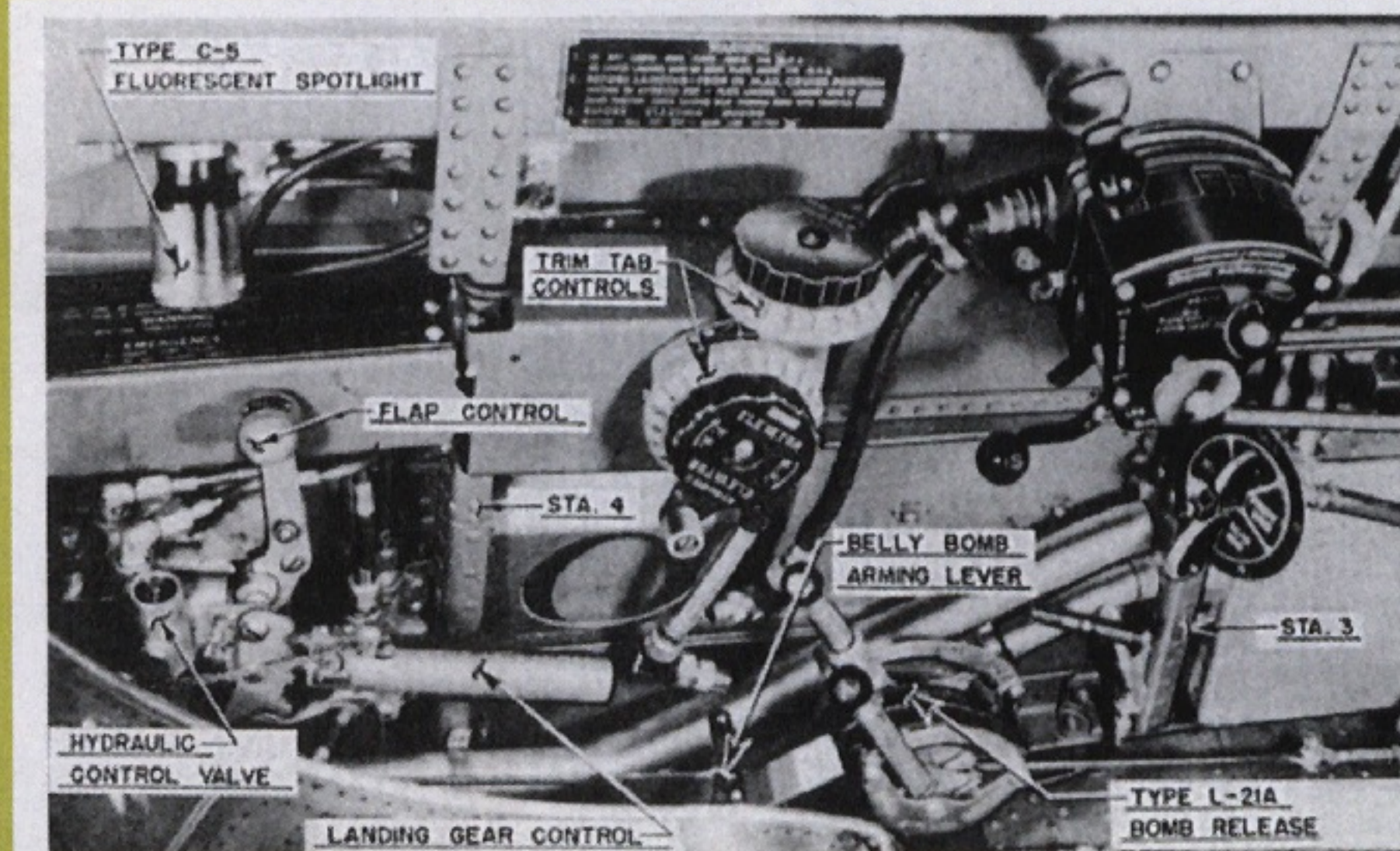
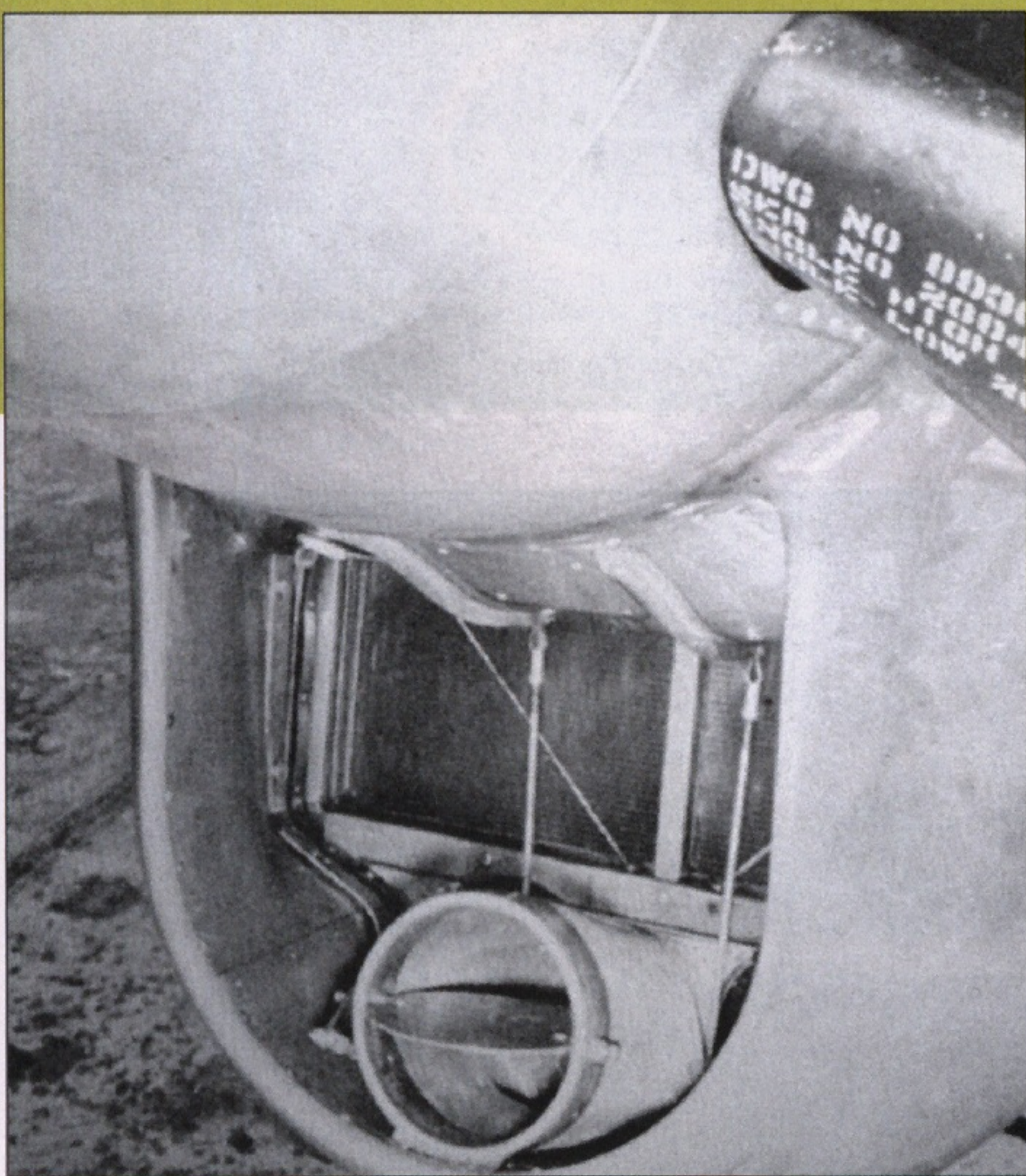
falling apart during this operation. Note that the instructions show that gun sight is to be fitted before the cockpit is inserted but I found that it was not possible to fit the instrument panel under the cockpit coaming with this in place. This is not a problem as the sight can be quite easily put into the instrument panel when the assembled cockpit tub is in place.

Most P-40s seem to have had a tailwheel fitted with a leather (or fabric?) cover over the actuating gear. This is not replicated in the kit, which depicts the tailwheel fitted into a rather shallow depression in the rear fuselage. This depression looks unconvincing as it cannot accept a wheel of that size and I was left with a join line between the two halves of the fuselage which would have been difficult to disguise. I carved all this away (this operation would have been much easier if I had done it before the fuselage halves were joined). The tail wheel was extended with a piece of tube long enough to be attached to the top of inside of the fuselage. The cover was fashioned from tissue soaked in diluted white glue and pushed into place with a toothpick.

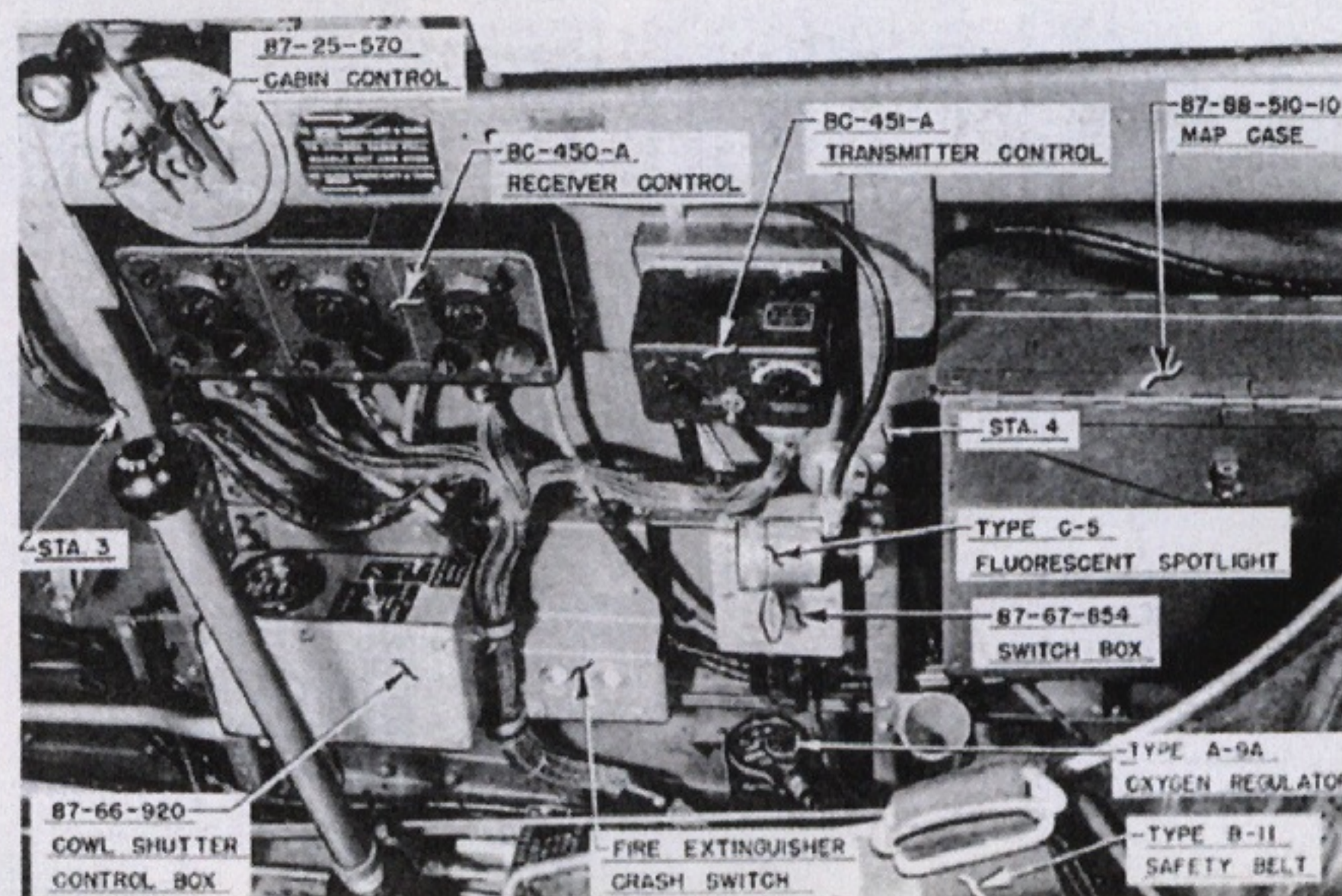
The interior of the wheel wells was



Taken from the Flight Manual this photograph shows the instrument panel of the P-40F, which is similar but not identical to the P-40D and E versions



The port sidewall of the P-40F, which once again is quite similar to the previous D & E versions



The starboard sidewall of the P-40F, which is also quite similar to the previous D & E versions bar a few additions

left: This shot clearly shows the revised chin intake and carburettor intake of the F-series (©USAF)

a little simplified. Luckily there are some good pictures of this area in the Squadron/Signal Walk Around title and Eduard have provided resin inserts for their somewhat more comprehensive P-40 kits that can be used as a pattern for making some bulkheads complete with lightening holes from thin plastcard. A few cables were added from thin rod for good measure.

The wings were then assembled and I decide to open up the gun barrels with the tip of a scalpel and some

small drills. The result was not very convincing so I removed the guns altogether and marked their positions. I drilled small holes at the marked positions and inserted a piece of brass tube at each location fixed in place with superglue. When these were dry smaller diameter tube was inserted to represent the ends of the gun barrels. There are only a few millimetres of tube standing proud of the wing so this is a rather fiddly operation but I thought the result was neater than trying to clean up the kit parts.

I now fitted the assembled wings to the fuselage and this is where the trouble started. The gaps around the joints between the resin and plastic parts under the front of the fuselage were filled or covered with pieces of card as may be seen in the photos. The result was not as neat as I had hoped for. Having checked the shape of the area in front of the lower centre section against the plans in the Squadron/Signal In Action title on the P-40 and available photos in the Squadron/Signal Walk Around book, I was left a little unconvinced by its final appearance. I was left with a large step where the resin and plastic parts met under the fuselage which looks very odd.

There was a substantial gap between the wing roots and the fuselage which required filling with pieces of scrap card and Milliput. This area and the underside of the fuselage required a lot of repeated filling, cleaning up, rescribing and priming.

The kit instructions suggest that the fins at the rear of the radiator assembly are constructed from kit part A3 - having first removed the cowl flaps. These parts are actually very thick and I do not see how this could

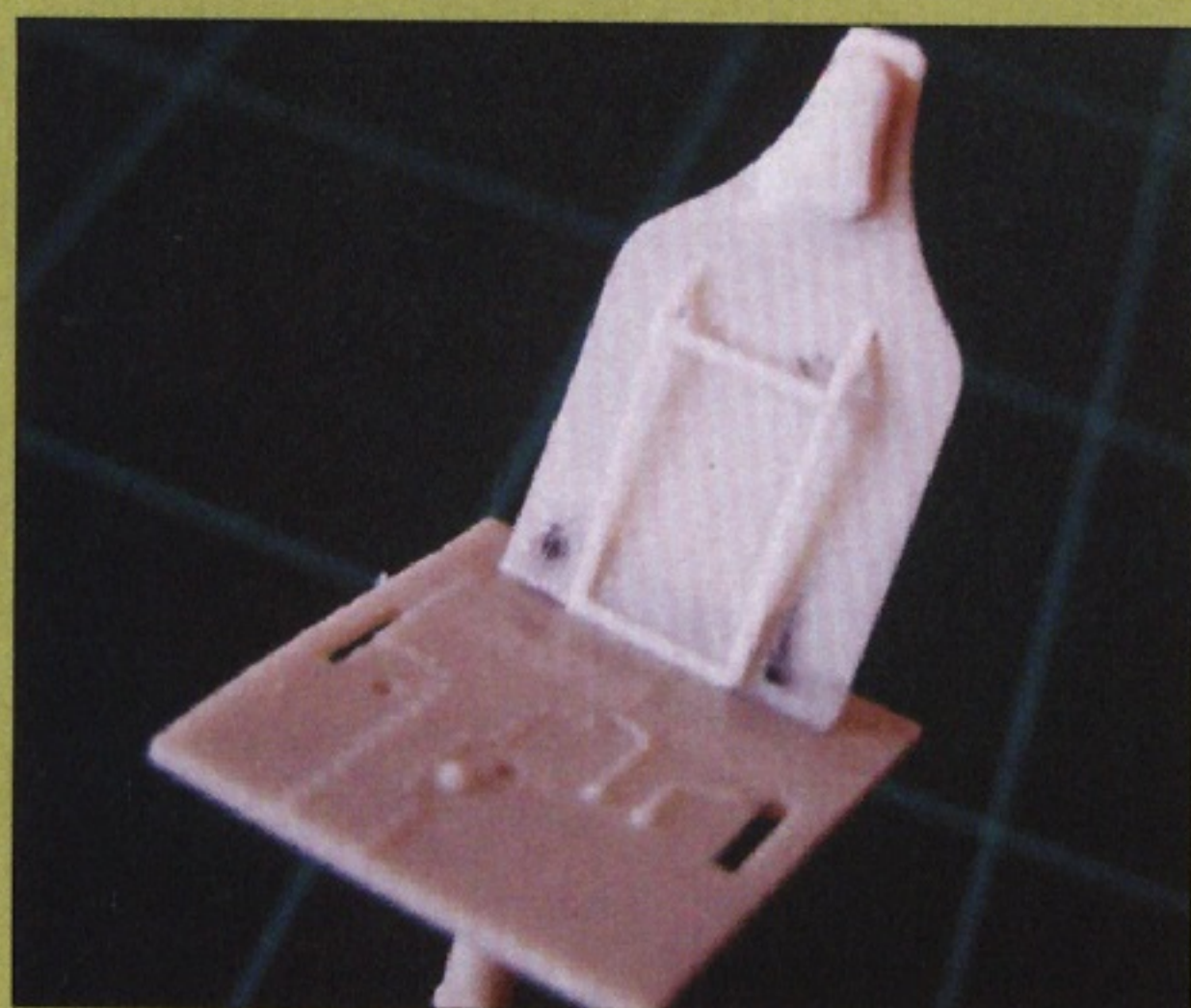
ever work (though you may wish to try thinning the parts considerably). I think that replacements from thin card would be a better bet. Luckily the Eduard P-40M kit contains two sets of etched brass cowl flaps. I used the closed version on the model later in the construction sequence. These are not a perfect fit but don't look bad when in place.

The rest of the construction went without incident though I was left feeling a little uneasy about the shape of the underside of the nose and a general lack of finesse where I had cleaned things up. To be fair to AMtech this may have been due to my own ineptitude at carrying these operations out neatly rather than any fault with their kit.

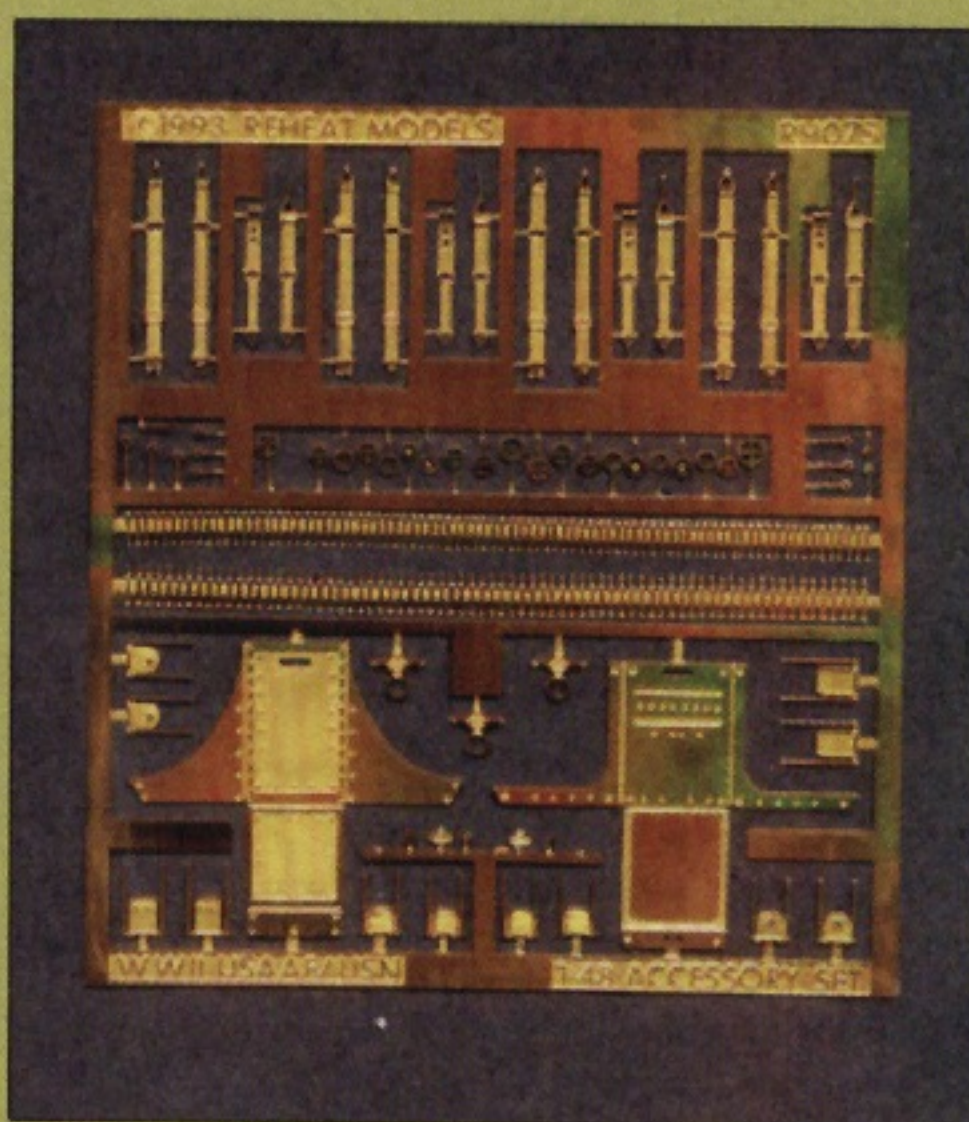
Before the exterior painting started in earnest I fitted an etched brass ring sight into a tiny hole drilled into the nose. A hole was also drilled into the vertical tail to take the radio wire. I replaced the wing mounted pitot tube with brass tube and thin brass rod.

Painting & Markings

The model was primed with Halfords Grey Plastic Primer from a can. This was rubbed down with 1600 grit wet



The seat supports are absent from the kit and were replaced. This structure is much simplified when compared to the real thing but little can be seen behind the seat. Note also the replacement head rest and the extension of the armour



A Reheat set provided replacements for a number of the cockpit parts



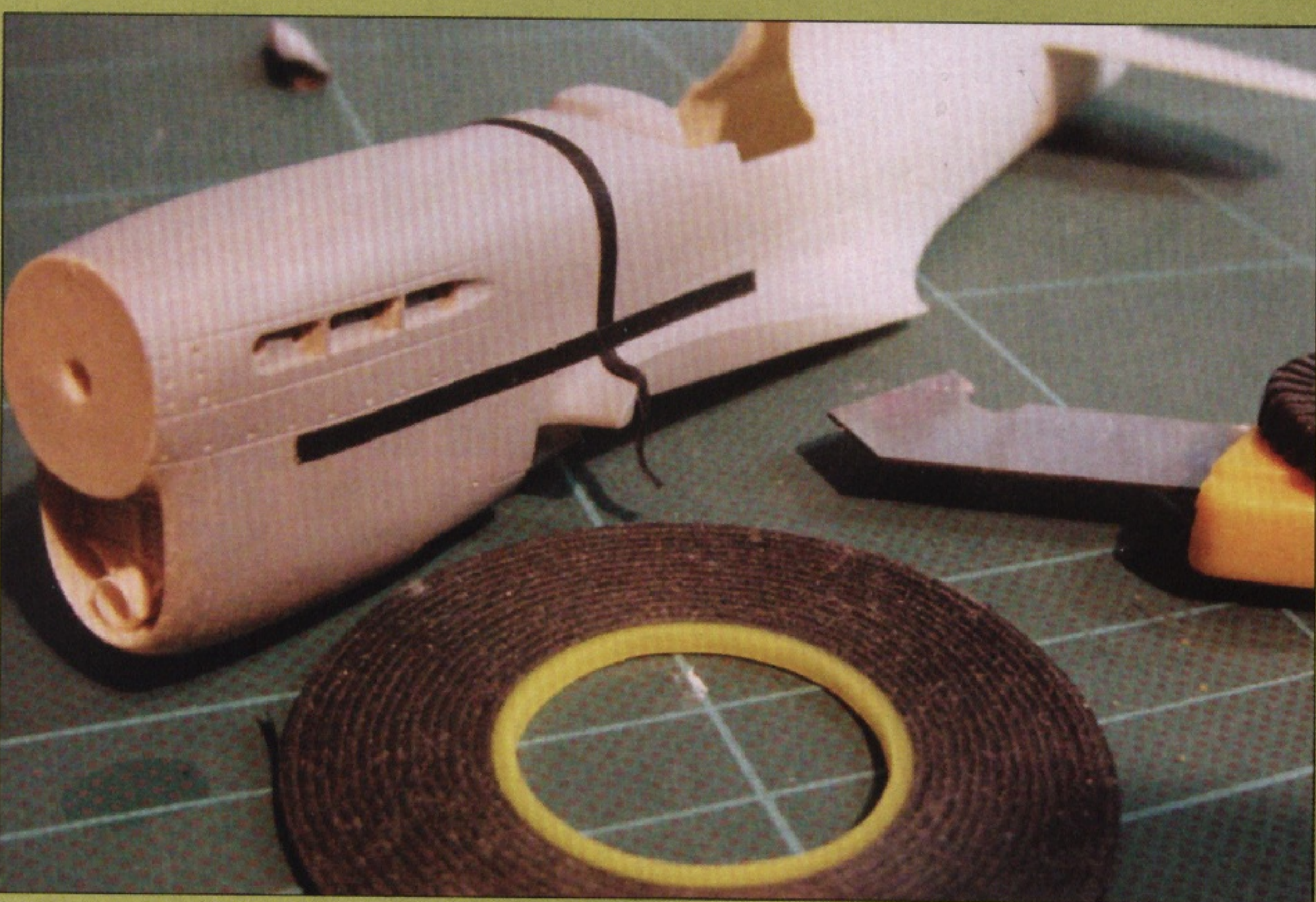
The rear wheel well needs to be opened and the wheel itself has been lengthened with plastic tube so that it now attaches at the top of the fuselage interior under the tail. This is inaccurate but the assembly will later be hidden by the dust cover to be added later



The instrument panel could do with a little refinement...



The fasteners for the cowling side plates also need to be replaced by drilling



Fairing the resin nose into the main fuselage removes a lot of panel line detail which must be rescribed

and dry paper and polished with a tissue. Note that while the canopy was fitted it was completely covered during this operation. Application of paint from a spray can is a little heavy and can result in the paint creeping under canopy masks. I prefer to cover these areas exclusively by airbrush where a much lighter application of paint can be achieved.

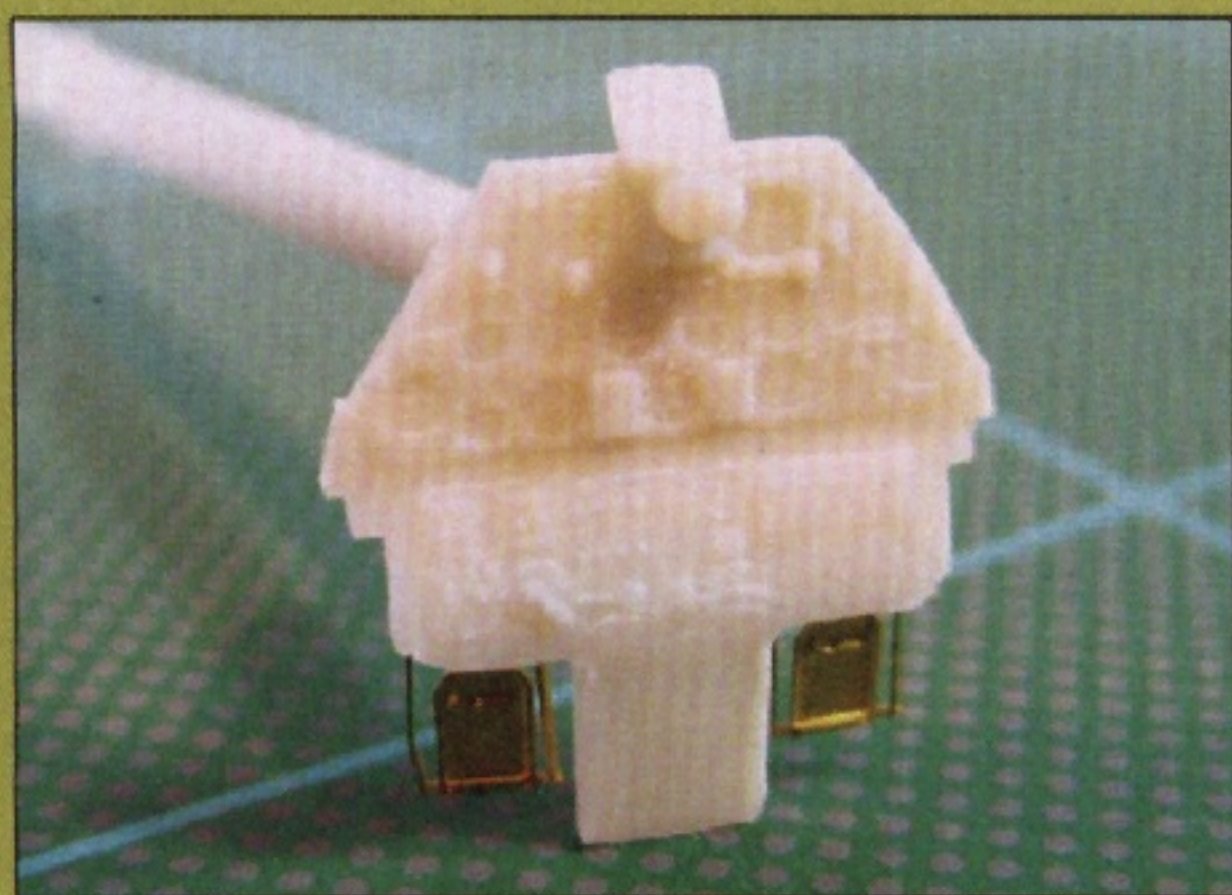
The masked canopies were given a light coat of interior green so that this could be seen from the inside giving a representation of interior framing. The model was then given a pre-shading coat of black Tamiya acrylic paint. I had decided to represent a camouflaged aircraft from the Western Desert and a rather heavily weathered appearance seemed appropriate to me. The pre-shading was therefore done more heavily than usual. The painting was done with Tamiya acrylics in the following sequence - yellow wing markings, underside blue (lightened with white in the centres of some panels), uppersurface sand, then finally the uppersurface Dark Earth.

Blu-Tack and tape masks were used on the uppersurface to give a slightly soft edge to the demarcation between the sand and dark earth. I have

discovered that while using Blu-Tack in this way is an easy way of applying wavy edged demarcation lines between camouflage colours, care needs to be taken. The rolls of Blu-Tack used must be of a consistent size, otherwise some areas of the camouflage demarcation are softer than others. Care needs to be taken while spraying as overspray can cause a 'double' edge to the colour demarcation. The first paint coat must be sealed with Johnson's Clear or some similar medium before the Blu-Tack is applied. I found that Blu-Tack can mark matt acrylic paint - though you may not have problems if you use other paints. The pre-shading has to be applied again before the second camouflage colour is applied otherwise you end up with a partly pre-shaded top surface which looks very nasty. I found that the pre-shading on my model was uneven after this process which detracted from the finished appearance.

Several days were allowed between each coat to allow the paint to cure. The model was then given a coat of Johnson's Klear to seal the paint and a wash of much thinned burnt umber oil was applied - again thinned with lighter fuel. Being water based I

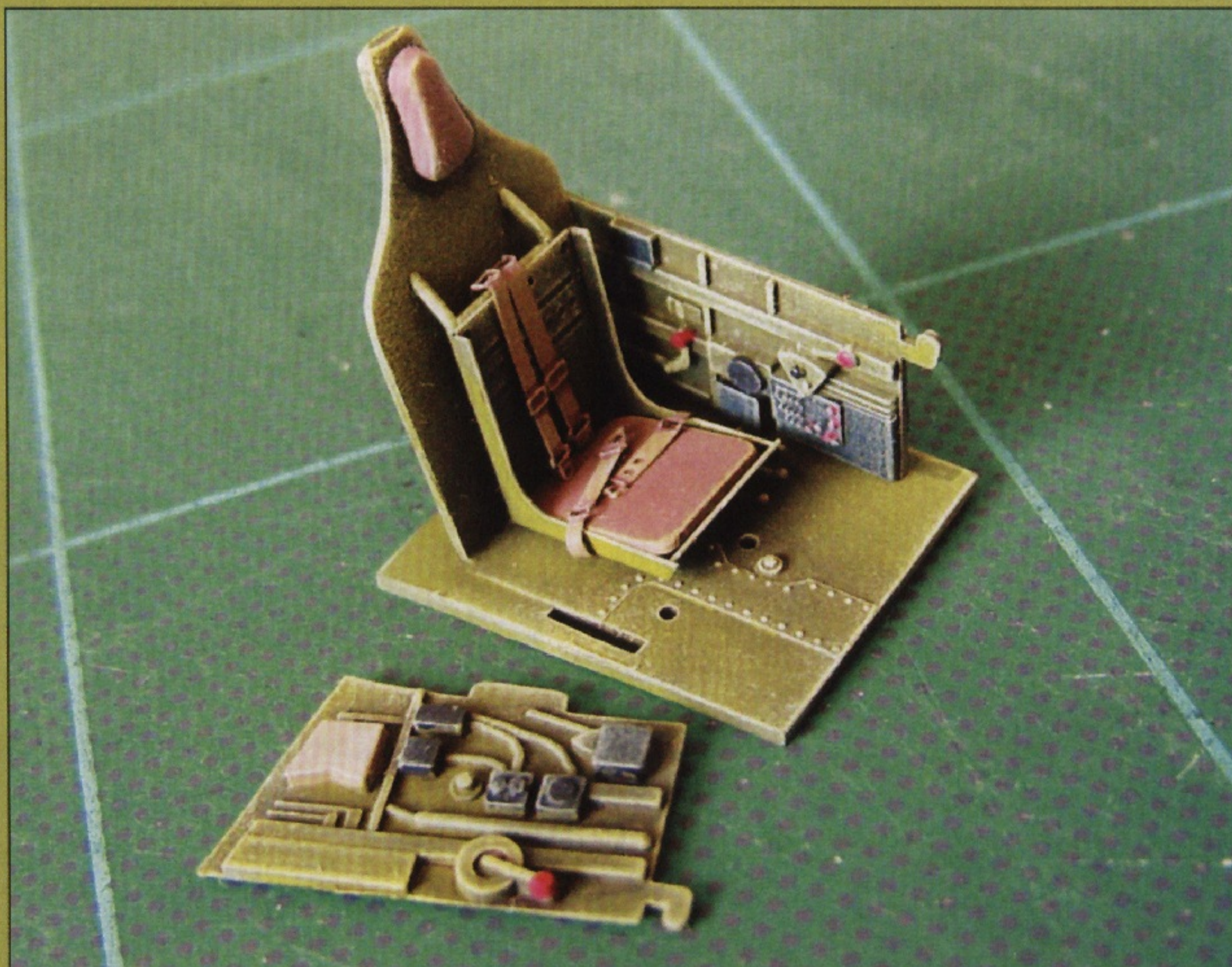




...the pedals have been replaced



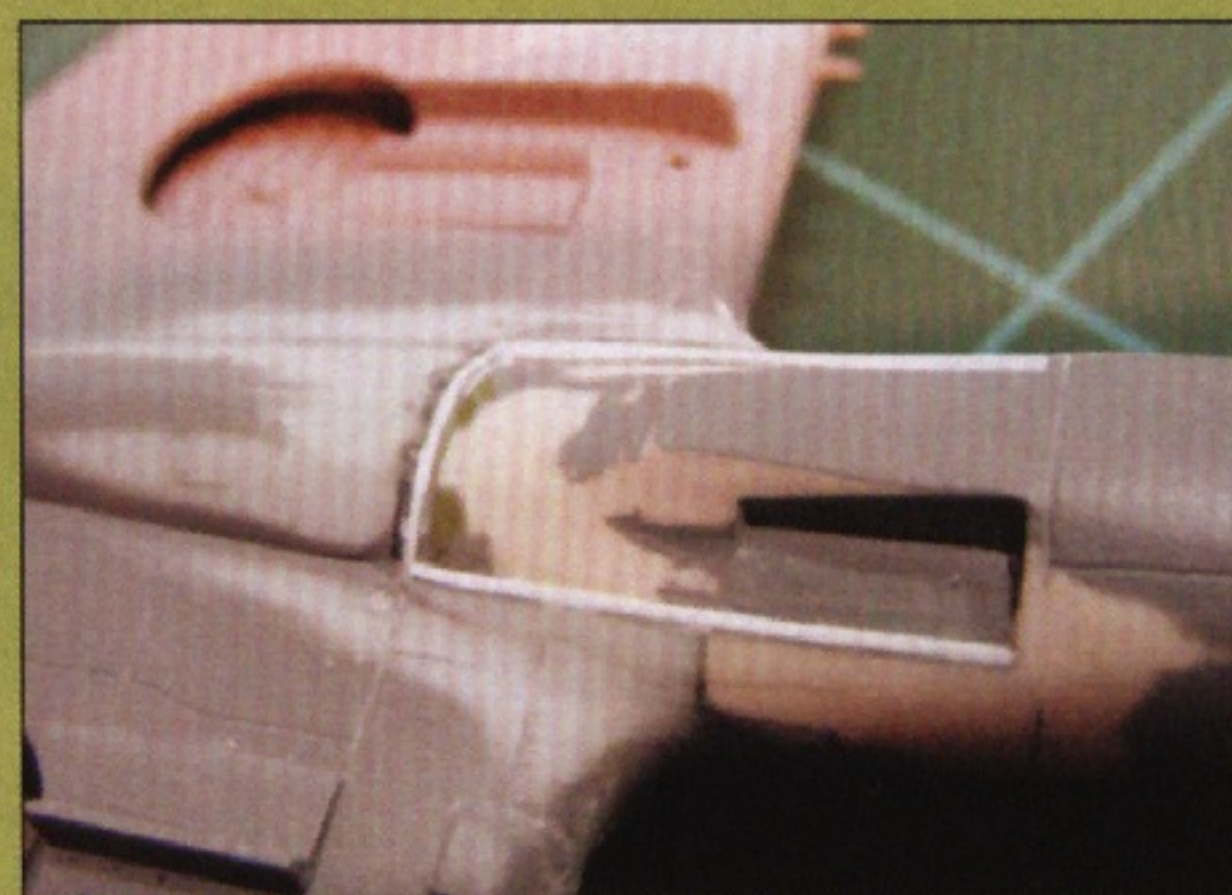
The seat was also replaced - though the back should be rounded at the top?



The cockpit parts under construction



The underside of the nose needs a little tidying up where it meets the lower fuselage sides and the front of the centre section



The model has been pre-shaded ready for painting.



thought that Johnsons Klear would provide a barrier between the paint and the solvent in the wash.

The oil wash was sealed with a thin coat of Humbrol Gloss Cote. This needs to be left for several days before the transfers are applied. I did not use Johnsons Klear here as I find that transfer setting solutions can sometimes react with this causing a slight discolouration. As I'm never

sure whether or not setting solutions need to be applied until I actually start applying the transfers I wanted to be on the safe side.

The transfers went on with no problems. The editor passed on an idea to help me in my continuing war against silvering transfer film which involves pressing the transfers down onto the surface using an flannel soaked in very hot water. This

worked well here and I needed only small amounts of setting solution on a couple of the images - though the burns will take some time to heal (*try wearing thick washing-up rubber gloves, as that may save your skin a bit! - Ed*).

Having sealed the transfers with a another thin coat of Johnsons Klear I applied a coat of Humbrol Matt Cote as a flat finish seemed appropriate for an aircraft operating in the desert. Having done this the pristine looking transfers stood out rather oddly against the faded weathered background. I therefore added some streaks of sand coloured pastel chalk sparingly over the airframe to tone things down a little.

The exhaust and gun staining were a mixture of ground pastel chalks oversprayed with Tamiya Smoke and the assembly was completed with aerial cables from rolled steel wire attached with white glue.

Conclusion/Recommendation

This was an enjoyable kit to build. It's probably aimed at the enthusiast who specifically wants a Merlin-powered version of the P-40 in their collection. If you just want one P-40 in your

collection before moving on to build something completely different then this may not be the kit for you. The Eduard re-boxings of the Mauve kit offering the P-40M and P-40N variants are superior, have better overall detail and lots of brass and resin which will probably produce a better overall result. However the AMtech kit is easy to build, and the transfers allow the modeller to produce models with some interesting and unusual colour schemes.

My thanks to AMtech for the opportunity to build this model.

Dai Williams

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- Curtiss P40 Warhawk Walk Around No. 8, Squadron/Signal Publications [ISBN 0-89747-361-2]
- Curtiss P-40F Warhawk - Aviatik WWII Aircraft No.1, Aviatik Production ©2003 [ISBN 83-89532-02-6]

The Greatest of Vikings



by Libor Maly

Blohm & Voss Bv 222 V2

Scale:	1/72nd
Kit No:	04383
Price:	£22.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Components:	Plastic 232 (White), Clear 50
Decal Options:	2
Manufacturer:	Revell AG
UK Importer:	Revell AG (UK Branch)



Vikings, dread warriors who lived in the North in ancient times, inspired German ship and aircraft manufacturer Blohm & Voss to use this name for the second biggest flying boat flown in World War II (the Bv 238 being the biggest). Revell decided to creating the Blohm & Voss Bv 222 V2 Viking prototype during 2003. Obviously Revell certainly do not worry about sparing the plastic as their range already includes some huge subjects, and in late 2003 they released another huge German aircraft in the form of the Junkers Ju 290 Seeadler!

The instruction leaflet of this kit leads you through the entire

building process of the Bv 222 V2. However there is a mistake in the text as it states that the Bv 222 V2's military code was R4+BH, when in fact it was X4+BH. These instructions consists of 20 pages and are quite readable and user-friendly. The colours of particular components are given using Revell paints references in accordance with a list of colours mentioned on page four. There is a need to mix some paints together to obtain certain hues and if you have 'authentic' paints produced by other manufacturers it would be better to use them as they are correct for RLM 02, 65, 70, 72 and 73, instead of

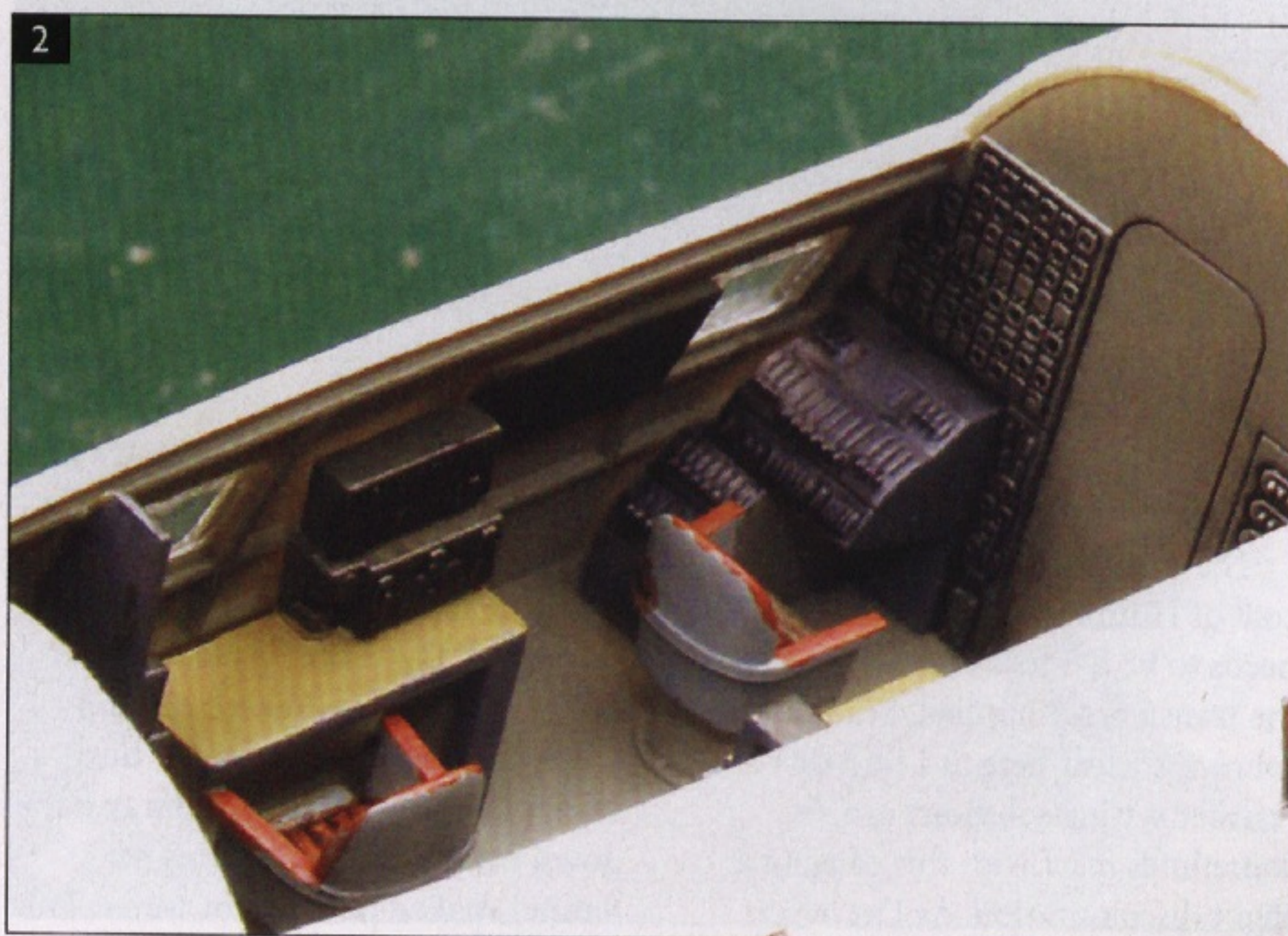
trying to mix these yourself from Revell colours!

The kit itself is injected in a light grey plastic. This is quite elastic and soft, but this can cause problems when you are trying to cut the smaller parts off the sprue; they can be easily broken. There are four sprues in the box, one of them being clear which is unfortunately also quite thick. Overall first impressions are good and I was certainly impressed by the sheer size of the wing and fuselage as they lay in the box.

Construction

The process of assembly begins by gluing the inner spars to the floor and

ceiling. The windows must be also installed at this stage. The next main step is to join the wing and horizontal tail surface halves together, so sub-assemblies like the gun turrets and internal crew equipment are best also assembled at this stage. As far as I'm concerned I did the assembly in a 'zigzag' manner, without following the instructions in their step-by-step order. I set both doors for the crew in the port side of fuselage in the open position. Despite the fact that all the inner fuselage spars are detailed with ribs, there are no ribs or any other details on the inner fuselage surfaces that are visible through these doors? Do not put the fuselage guns in place





1/72nd Scale

Manufactured by

Revell

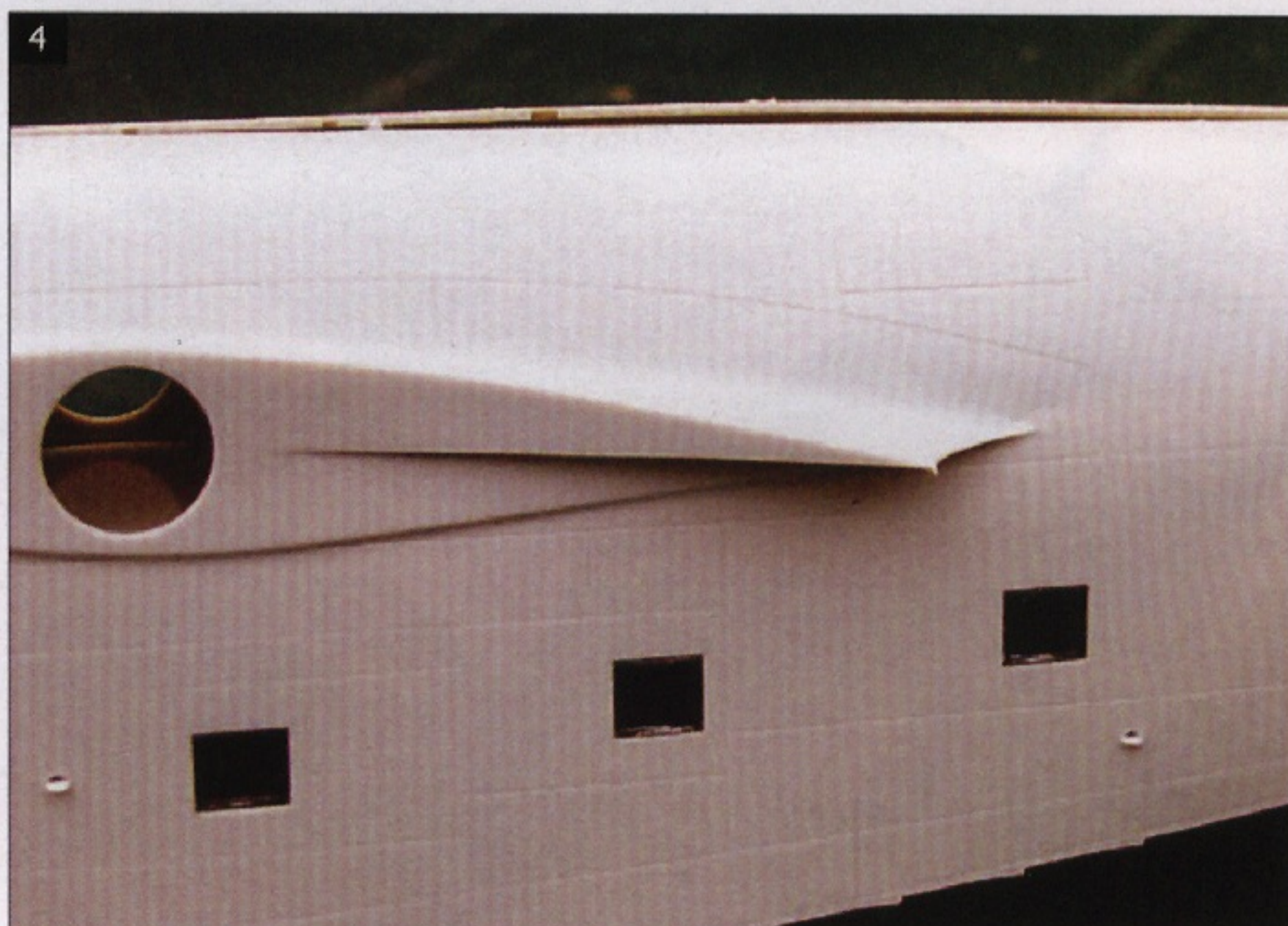
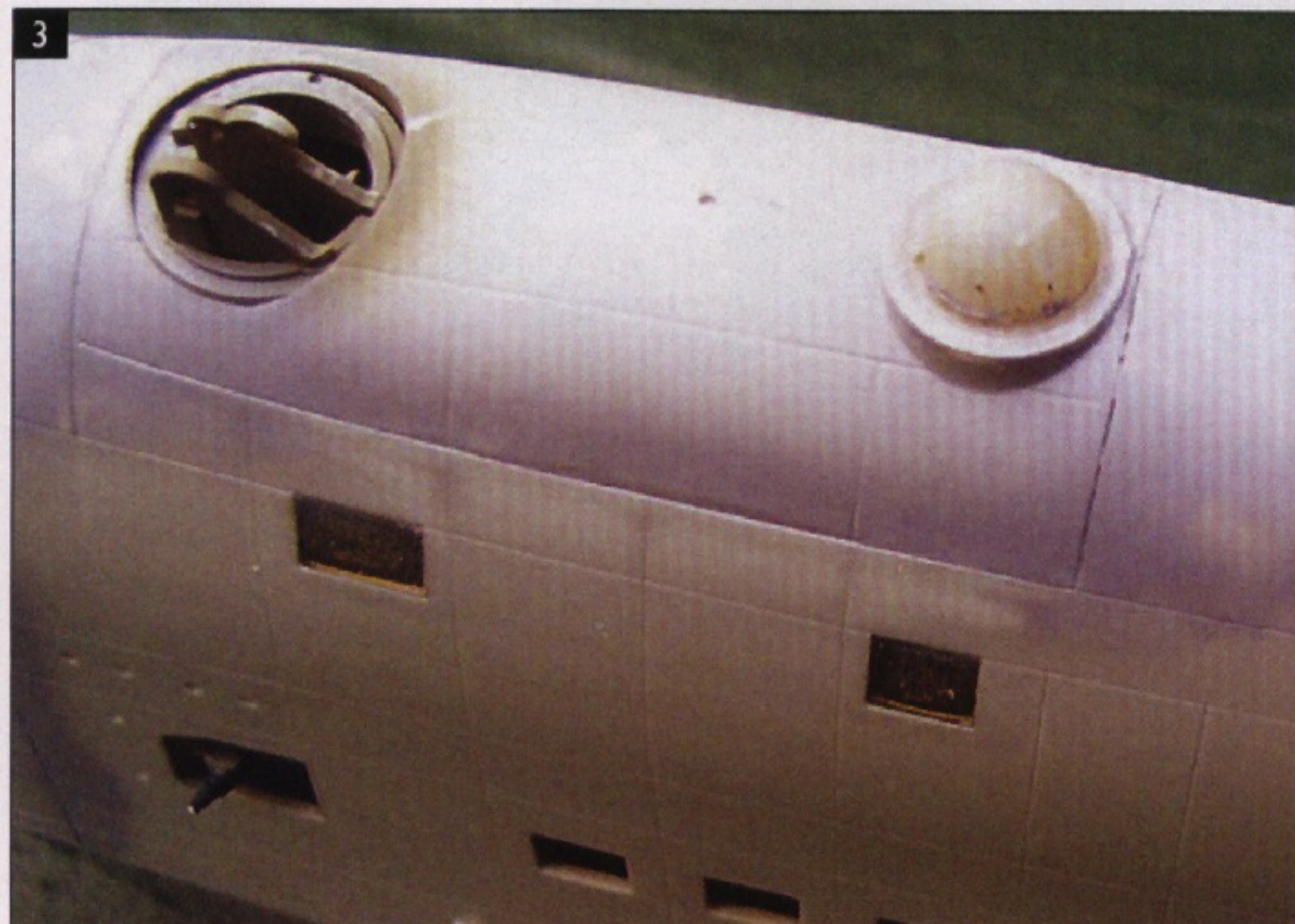
before the fuselage halves are joined together, as the barrels will protrude out of the fuselage and they are bound to get broken (I did, three times!). If I had known I would have followed the option as shown in step 63 of the instructions. If you do follow this route you will have to expand the holes in gun holders (Parts Nos.30) otherwise the guns cannot be pushed in from the outside. I also had to improvise when I was trying to set in place the sleeves for the empty cartridge collection bags (Part Nos. 32 & 34). They were too long and I had to shorten them a little so that they did not 'over shoot' the guns. Step 7 shows the optional

fitment of either three windows or a plate in the port fuselage half just beneath the cockpit. Be aware that this plate can only be used for Bv 222 V2 belonging to 1.SAGr. 129 when it was wearing the winter disruptive scheme.

The lower internal floor (Part No.37) has very fine oval manholes, however, it wasn't really necessary to include them as they are almost invisible when the fuselage is complete? The cockpit (See Photo 1) and crew area behind the pilot's seats (See Photo 2) are very well detailed. Part No.64 is used as a cover for this area but first, as shown in stage 28, the gun turret and astrodome must

be installed. I had trouble when setting the cover in place and was forced to use putty both in the front and at the back of it (See Photo 3). The upper floor doesn't have holes for part No.53 in it, so you will have to add these. The worst problem I had during assembly was the starboard fuselage half, which was bent, probably due to it deforming when this large piece of plastic was being extracted from the mould (See Photo 4). Luckily, due to the flexible nature of the plastic, the curve can be eradicated by using gentle pressure. I would also recommend superglue and accelerator to secure this section of the build. Because of the huge

length of the fuselage it is better to glue the two fuselage halves together using a step-by-step method. Start with the vertical tail surface, then continue on to the bottom towards the nose and on to the top, and then from the cabin back towards the fin. The 'hump' should be corrected as a final step. The cargo doors in the starboard side of the fuselage can be left opened but because there are no internal rib details inside the fuselage it is probably better to fix them closed. The only filler I used in the entire build of this model was to blend in the cover ('hump') over the crew compartment as mentioned previously.





Problems & Queries

There is a question with regard to this kit, and it is whether the horizontal surface is correct as far as its shape is concerned as the V1 to V3 prototypes differed in this respect. According to drawings published in a Polish book on the Bv 222 & Fw 200 by Mr. Trojca those in the kit match the Bv 222 V1 or V3, but the Bv 222 V2's vertical tail surfaces are different. There is also a cover on the top of the fuselage that is missing although I haven't managed to find out what it was used for. This cover should be created in the middle of the fuselage just behind part No.132 and aligned to the wing trailing edge as shown in drawings and seen in pictures. The previously mentioned Polish title states that the Bv 222 V2 was equipped with an ETC 501 rack for a FuG 302 device. The rack was placed under the right wing between the inner and middle engine, but this rack is not included in the kit.

Wing Assembly

One of the most difficult stages in the

assembly of this kit is the correct setting in the wing leading edge of the sub-assemblies onto which the engine nacelles will later be installed. First of all I placed the parts as accurately as possible on to the wings, then superglue was applied very carefully into the resulting gaps using a sharp scalpel blade. Mr Surfacer was sprayed onto the joints to reveal and fill any resulting gaps that were left once the glue set (See Photos 5 & 6). I guess that Revell may have considered making other variants of the Bv 222 (probably the V7 or V9 which was the 'C' variant prototype), as these would have used in-line powerplants and would therefore have required a different shape of insert at the leading edge. This view is backed up not only because of the separate engine sub-assemblies but also because the nose section is made separately and these later machines had a different profile to the extreme nose area.

The Bramo Fafnir radial engines are quite well detailed but they seem to be set back in the cowlings too far.

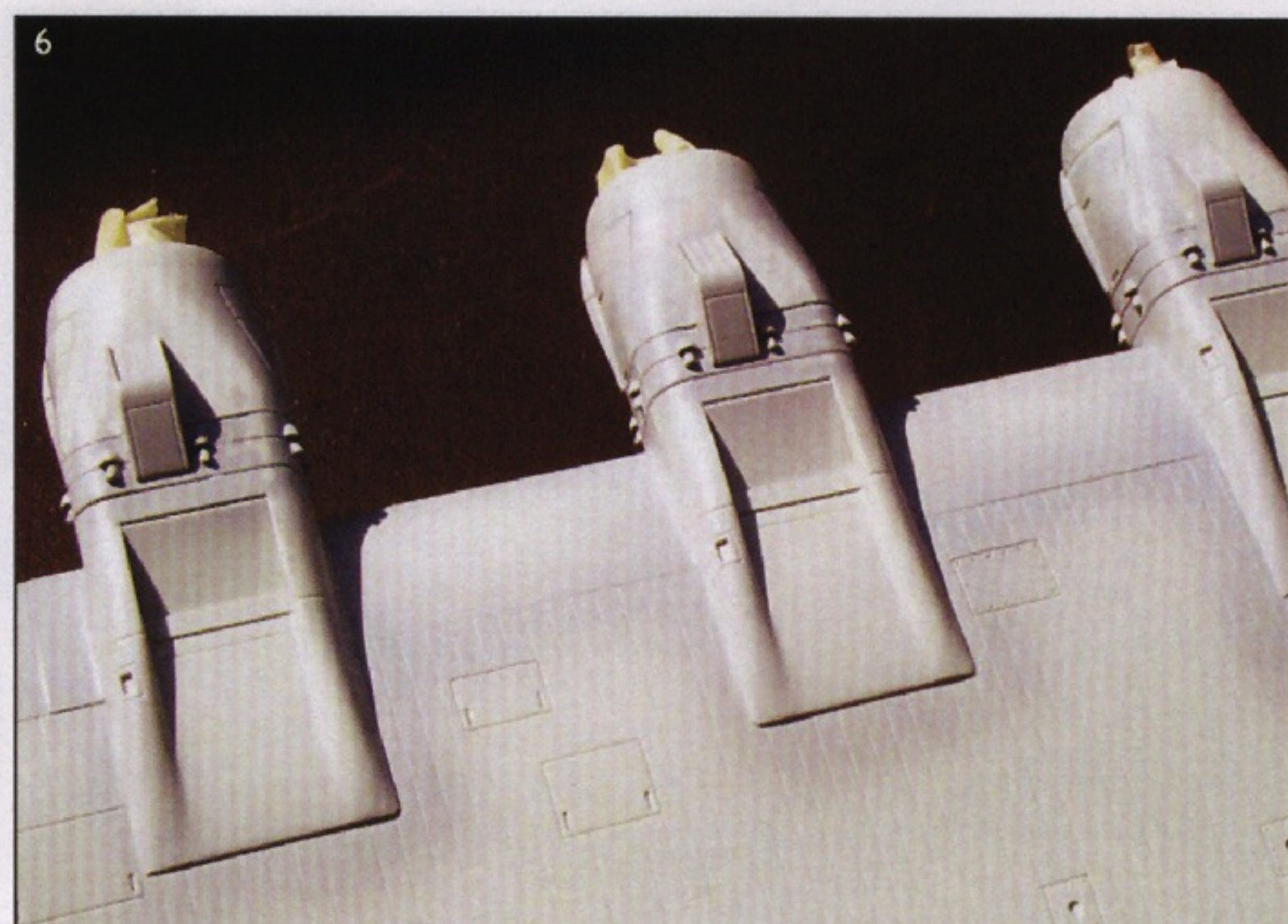
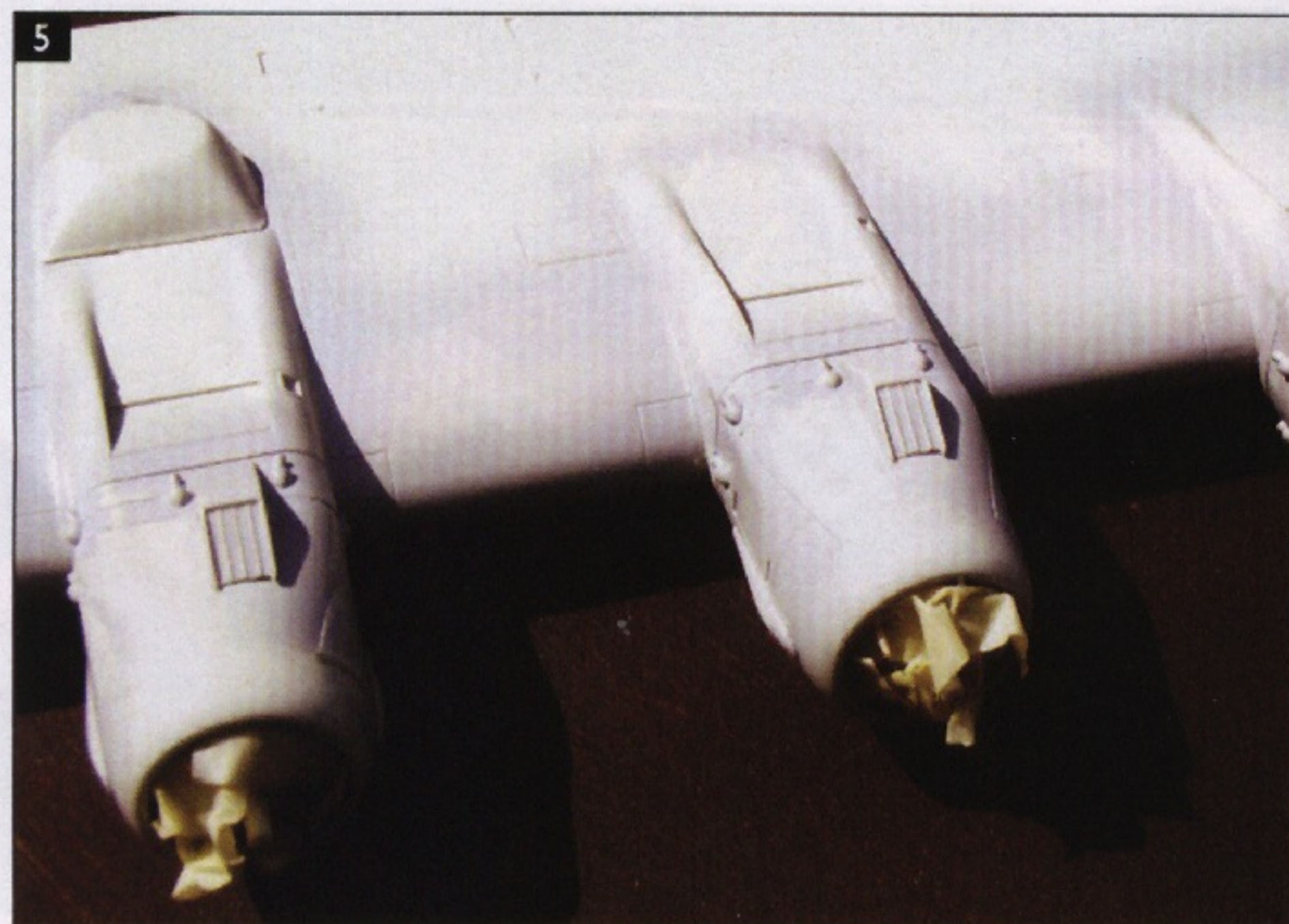
All the engines can be built with the access panels open, because these panels are both separate and have ribs on their inner surfaces. If you do not go for this option take care when fitting the panels in the closed position, as they must be set in place as accurately as possible. Although there are exhaust collector rings on each engine their look is not that realistic and to really leave the access panels open quite a lot of additional detailing would be required.

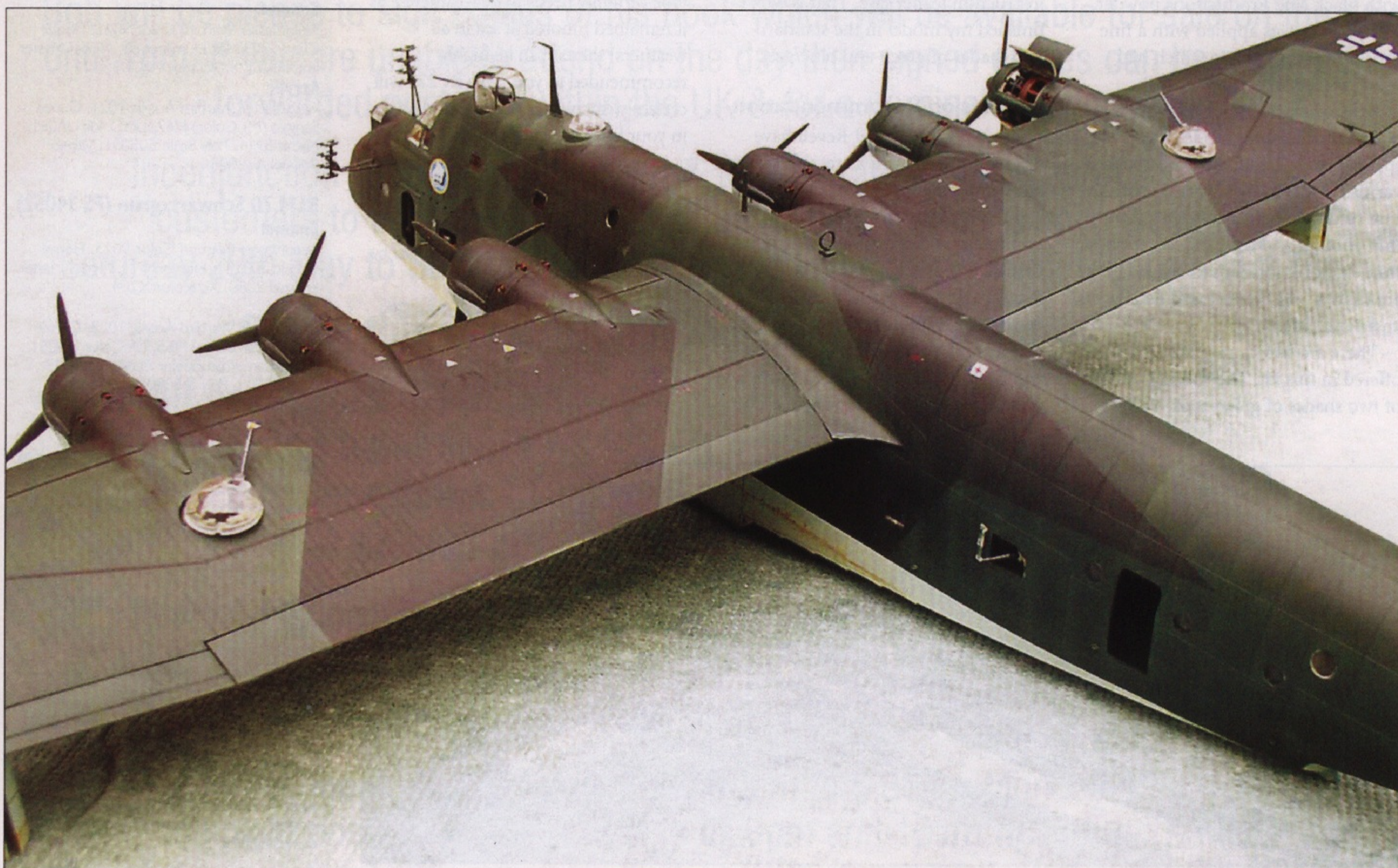
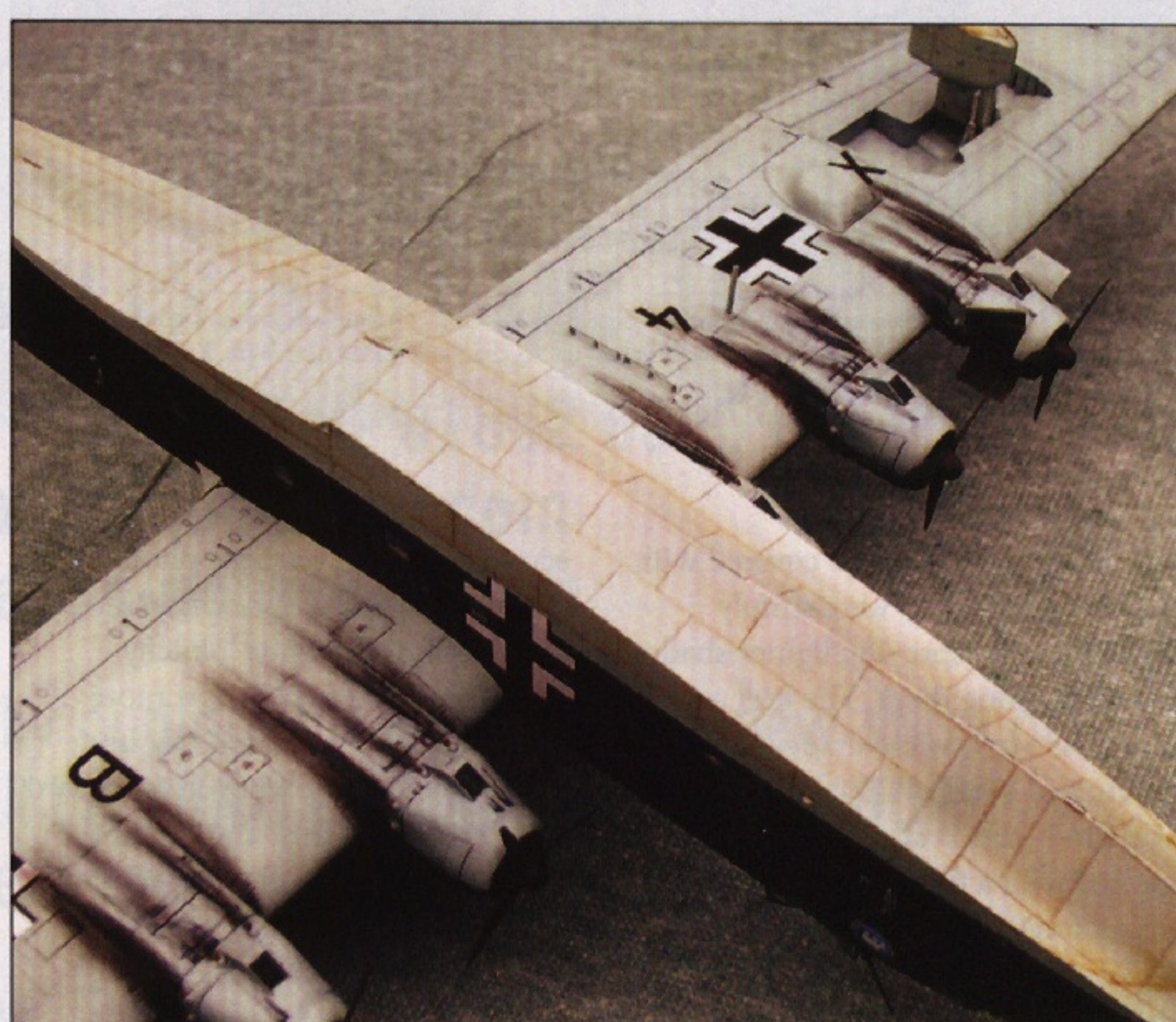
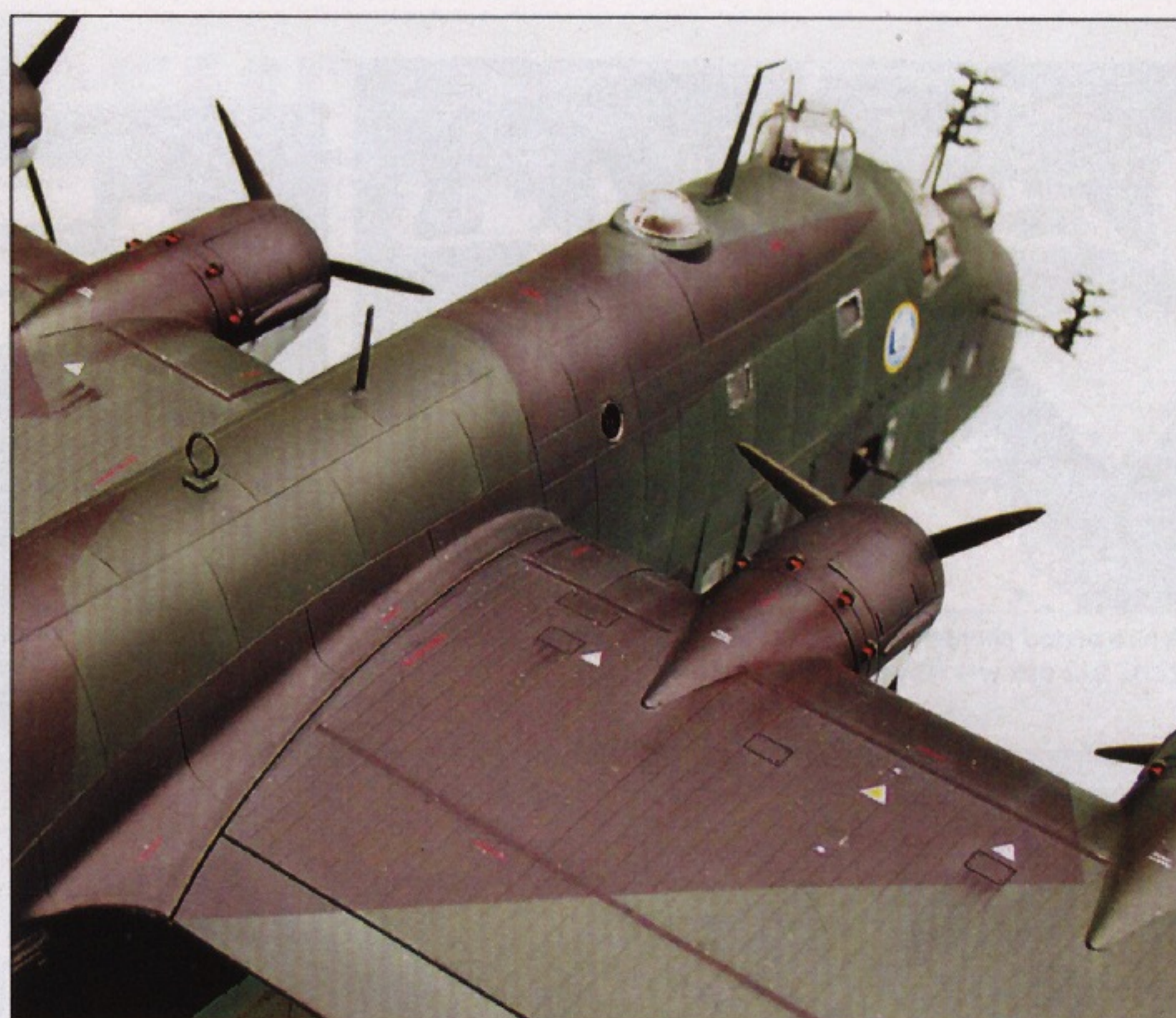
It is not necessary to glue all the small parts and turrets glazing in place at this early stage, as these are better left off until the entire model has been painted. The canopy itself consists of four parts (windshield, upper section and either side). Both the sides (Parts Nos. 127 & 128) and upper section (Part No.126) are difficult to locate properly, and gaps between them appear. To make matters worse the upper panel is a little bit too thick, so some sanding down is required; never a good thing to do with clear parts! The radar

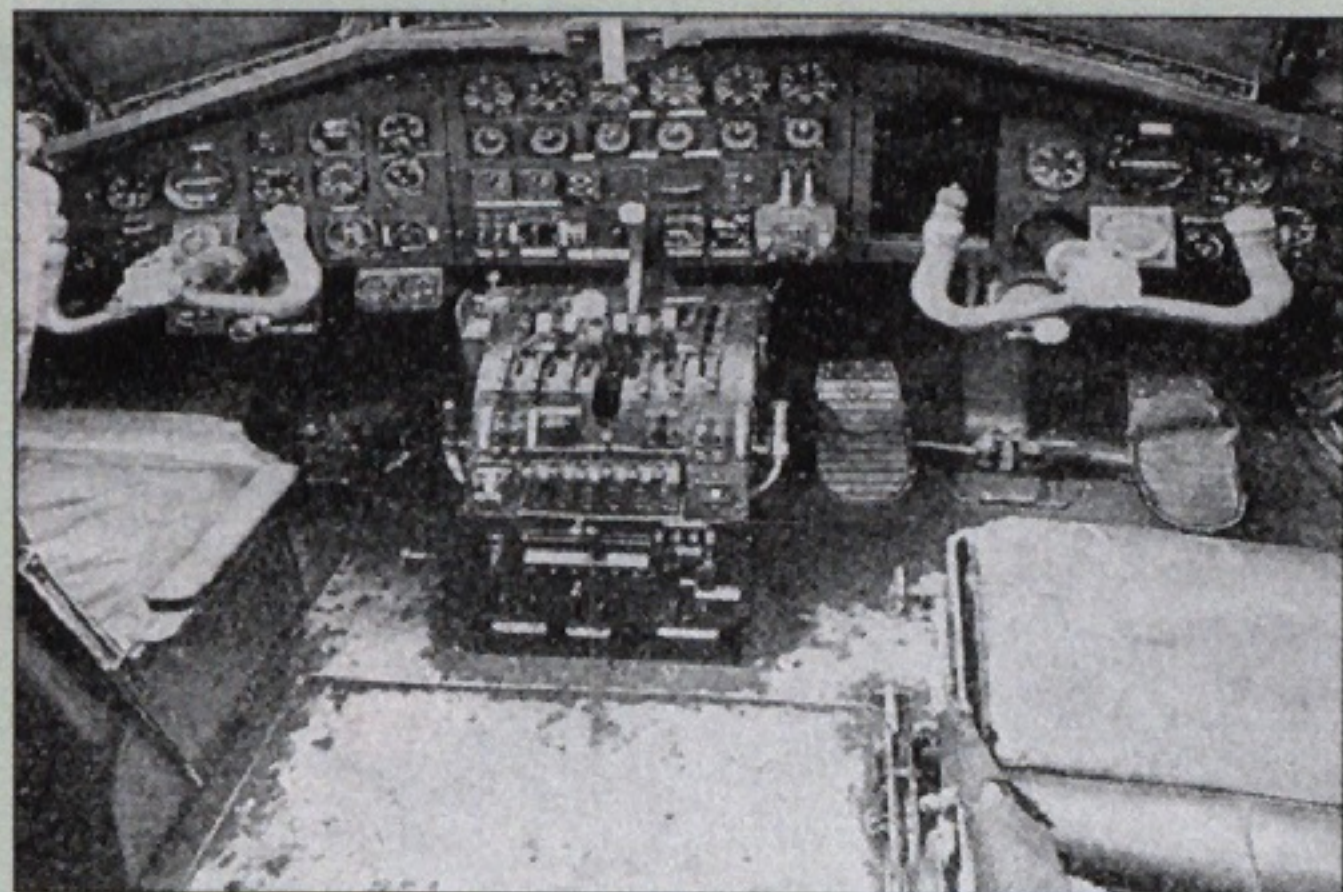
antenna arrays must be located securely and these are another example of small parts which can be easily damaged when you are removing them from the sprues. I was a bit surprised to discover that one fuel vent cover is missing on the starboard wing? Positioning the wing turret cupolas is also not easy and it is also necessary to enlarge the cut-outs in the turret floors to take the guns.

Painting

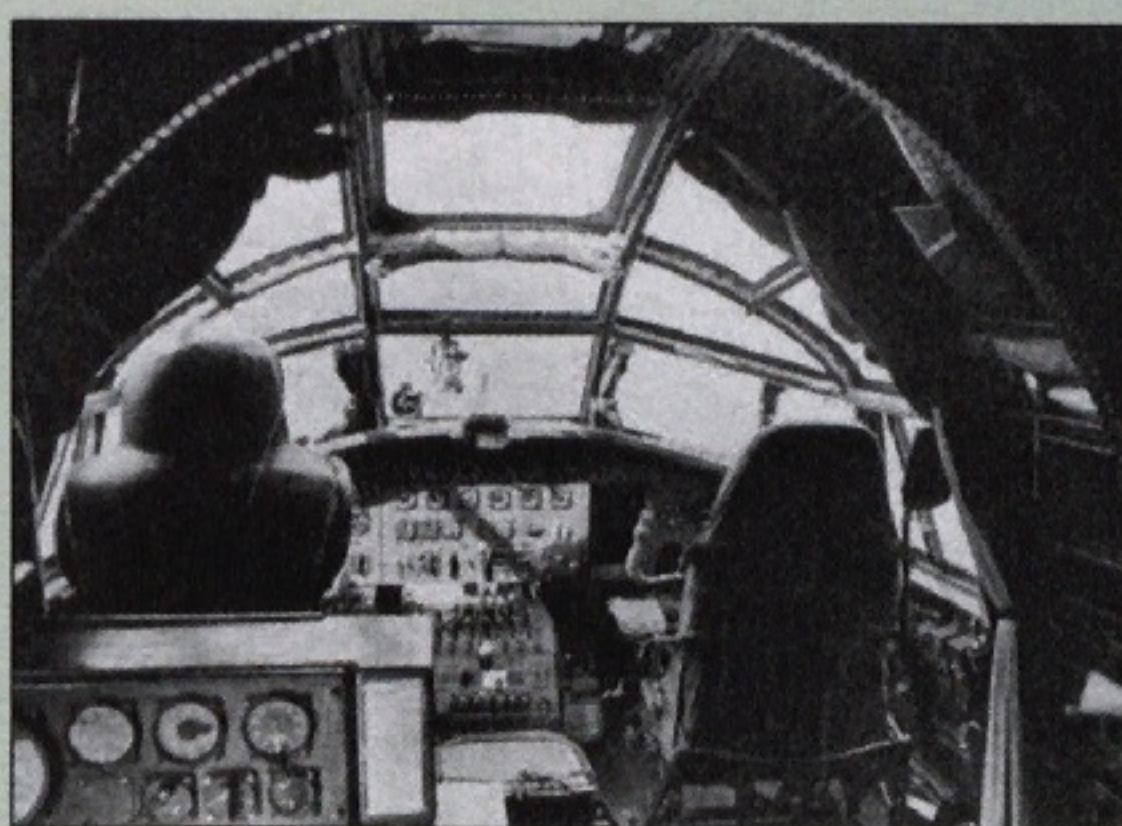
Due to the size of the model I decided to paint the fuselage and wings, apply decals and weather both components separately. The final step would be joining the wings to the fuselage. A spray gun was used for my paint job with Vallejo Air acrylics for the RLM 65 undersides and Agama enamels for the RLM 72/73 splinter camouflage. First of all a black pre-shading effect was applied on the undersides along all the engraved panel lines. Later dark grey oil paint would be used to add the final emphasis to these panel lines. Because the panel lines on the







A nice period photograph taken in 1946 of the cockpit of the Bv 222C-012 that was flown in the UK postwar



This view of the cockpit area actually shows the Bv 222 V7



Another image from 1946, this shot looks down the fuselage from the rear cargo door towards the cockpit



This is the elaborate floating dock produced to bring a Bv 222 ashore. This unit weighed 18 tons and utilised compartments filled with compressed air to cradle the hull of the Bv 222. This is now available in kit form from CMK (#7088)

upper surfaces would be covered with the two greens they were simply highlighted by spraying lighter shades of greens along them. The keel and float rust marks were made with a mixture of Vietnam Earth powder by Mig Productions and turpentine applied with a fine brush and wiped with a forefinger. Exhaust stains were achieved with Gunze Sangyo 'Soot', airbrushed on, and then accentuated with black Mig Productions powder. The powder was applied with a fine brush onto the surface which had been primed with matt varnish.

Before I started applying decals and oil paints the entire model was sprayed overall with gloss AeroMaster varnish. I was fairly surprised with the ease of decal application; they were thin enough and fine. Indeed, it's best to use a decal solution to ensure they are drawn into the recessed details and panel lines.

There are two camouflage schemes offered in this kit. The splinter pattern of two shades of green is in

accordance with wartime photographs and the Blohm & Voss official factory schemes, but the white 'blotchy' scheme seemed to me to be more controversial. The correct size and placement of these white areas is hard to determine because the size of the drawings shown in the instructions are too small. Moreover, I haven't found any photographs depicting white areas applied to the wings as the instruction leaflet says. That is why I finished my model in the standard two shades of green and blue/grey.

Conclusion/Recommendation

There is no doubt that Revell have offered modellers an attractive subject here. The main problem is its size, as it is too big to fit in my display cabinet, so will probably get dirty or damaged very quickly! The quality of detail in this kit is excellent and the decal sheet includes a lot of stencils and its quality and the ease of application is far superior to those previously offered in Revell kits. The

Bv 222 Accessories

Although the Bv 222 has only been around a short while there are a number of accessories starting to arrive, so what follows is a concise list @March 2004

Manufacturer	Item No	Type	Description
CMK	7088	R/EB	Bv 222 towing cradle
Eduard	72-416	EB	Bv 222 antennae
Eduard	72-417	EB	Bv 222 engine detail set
Eduard	XS231	Ma	Bv 222 canopy mask

Colour Notes

Luftwaffe colours are a minefield and the debates about colours still rage on this subject, so here all I intend to do is give you a concise list of available enamel and acrylic paints for the colours required for the Bv 222.

RLM 02 Grau (FS 36165)

Enamel

AeroMaster Warbird Color 9020, Floquil Classic 303271, Humbrol 92, Model Master Enamel 2071, Xtracolor X201.

Acrylic

AeroMaster Warbird Acrylic 1010, Gunze Sangyo (Mr Color) H70, LifeColor UA071, Monogram Promodeler Acrylic 88-0045, Niche 5907, Poly Scale 505075, Tamiya XF22, Vallejo (Model Air) 044.

RLM 65 Litchblau (FS35256)

Enamel

AeroMaster Warbird Color 9021, Floquil Classic 303245, Humbrol 65, Model Master Enamel 2078, Xtracolor X202.

Acrylic

AeroMaster Warbird Acrylic 1021, Gunze Sangyo (Mr Color) H67, LifeColor UA061, Niche 5911, Poly Scale 505051, Vallejo (Model Air) 008

RLM 70 Schwartzgrün (FS 34052)

Enamel

AeroMaster Warbird Color 9023, Floquil Classic 303241, Humbrol 91, Model Master Enamel 2080, Xtracolor X204.

Acrylic

AeroMaster Warbird Acrylic 1023, Gunze Sangyo (Mr Color) H65, LifeColor UA051, Monogram Promodeler Acrylic 88-0043, Niche 5909, Poly S 500086, Poly Scale 505055, Tamiya XF27, Vallejo (Model Air) 021

RLM 72 Dunkelseeblau (FS 34058)

Enamel

Floquil Classic 303259, Model Master Enamel 2082, Xtracolor X222.

Acrylic

Poly Scale 505314

RLM 73 Seeblau (FS 34159)

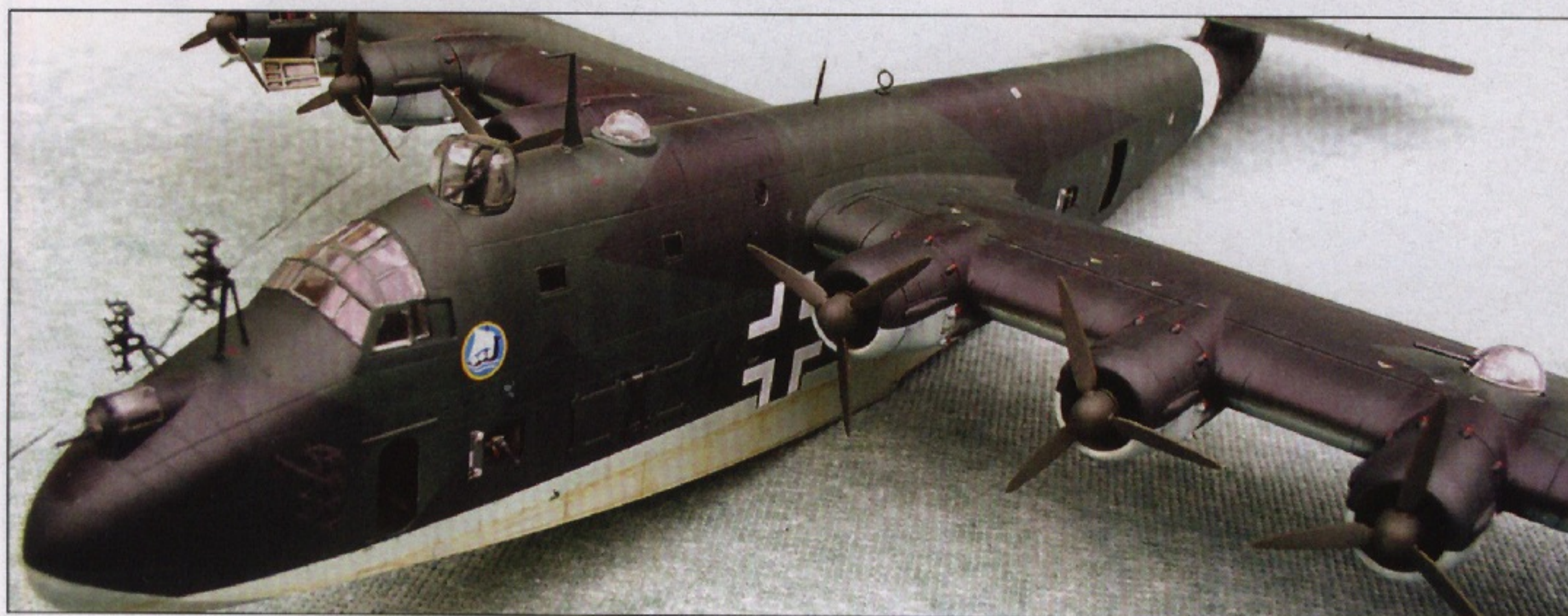
Enamel

Floquil Classic 303261, Model Master Enamel 2083, Xtracolor X223.

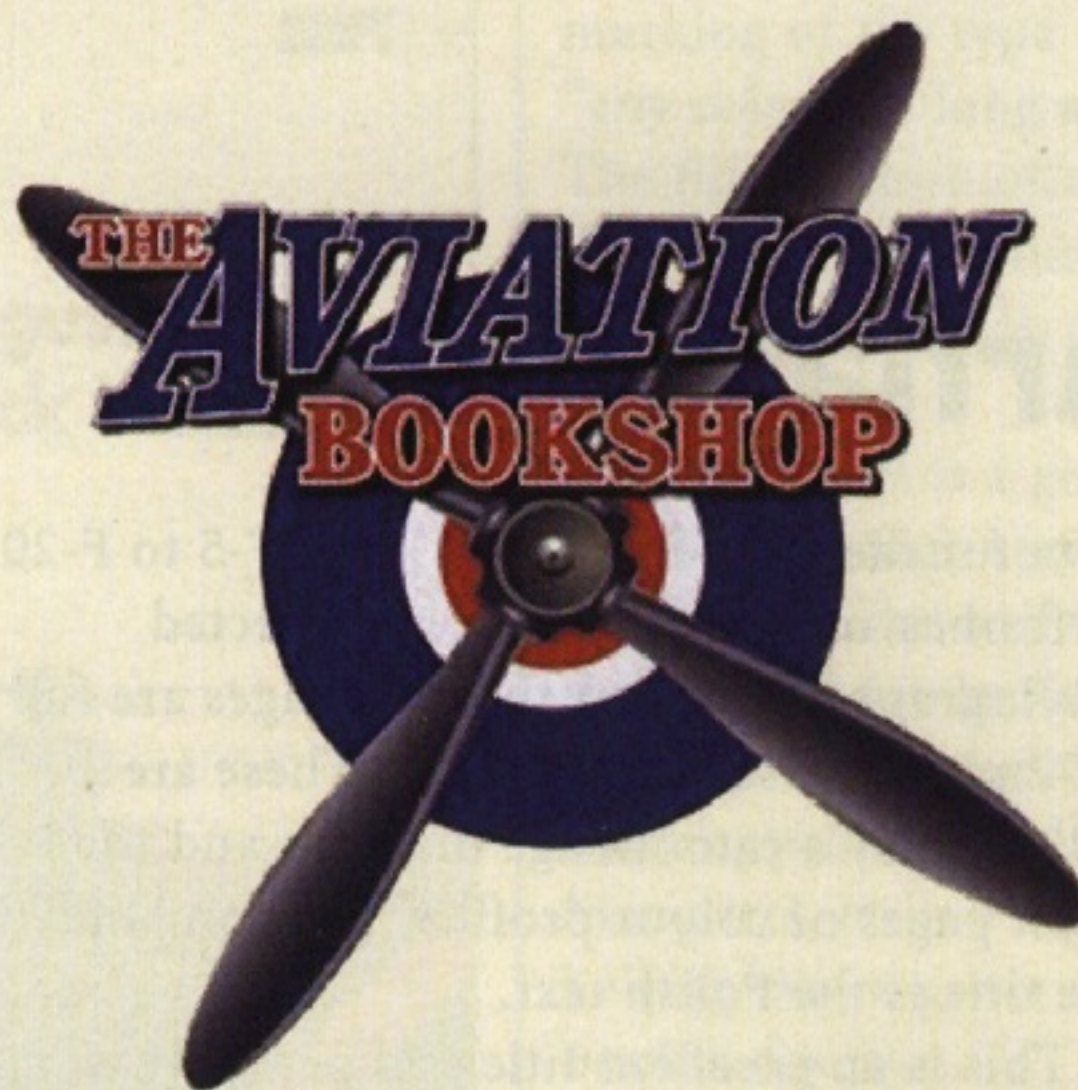
Acrylic

Pacta A27, Poly Scale 505316, Vallejo (Model Air) 016.

Note: Federal Standard (FS) numbers quoted are only to be taken as approximations, as the FS system did not exist when these colours were originally manufactured.



ANNOUNCEMENT



THE AVIATION BOOKSHOP (LONDON) HAS MOVED!

as from Monday 19th April 2004 we are now based at the following address:-

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Telephone:- 01892 539284 Facsimilie:- 01892 539597

E-mail:- info@aviation-bookshop.com

Website:- www.aviation-bookshop.com

We are pleased to announce that officially cutting the ribbon to the new shop on **SATURDAY 29TH MAY at 11AM** will be **WING COMMANDER BOB DOE DSO, DFC & BAR**, the 3rd highest scoring Battle of Britain pilot.

This event also marks the relaunch by CCB of the autobiography "Bob Doe Fighter Pilot". Bob will be please to sign copies of his book which will be available for sale on the day until 1pm. If you are unable to attend on the day then signed copies can be reserved or forwarded post free within the UK & for a nominal fee worldwide.

Inconjunction with the above event & to celebrate our relocation & welcome customers to our new shop we will be holding a special open week from Saturday 29th May to Saturday 5th June (including Bank Holiday Monday 31st May).

During this week the following discounts are available:-

- **All new books – 10% off**
- **All second hand books – 20% off**
- **All Ephemera items - 10% off**
- **Many other special offers**

The shop is located in the heart of Tunbridge Wells & is less than 100 yds from Tunbridge Wells Railway station (approx 40 minutes by train from London). Additionally there is a pay carpark directly opposite the shop.

Our new shop opening hours are 9.30am to 5.30pm Monday to Friday with late night opening on Wednesdays till 8pm and 10am to 4pm on Saturdays.

book of the month

Curtiss P-40F Warhawk

by S.M. Fleischer

Price: £TBA

ISBN: 83-89532-02-6

Publisher: Aviatik Production

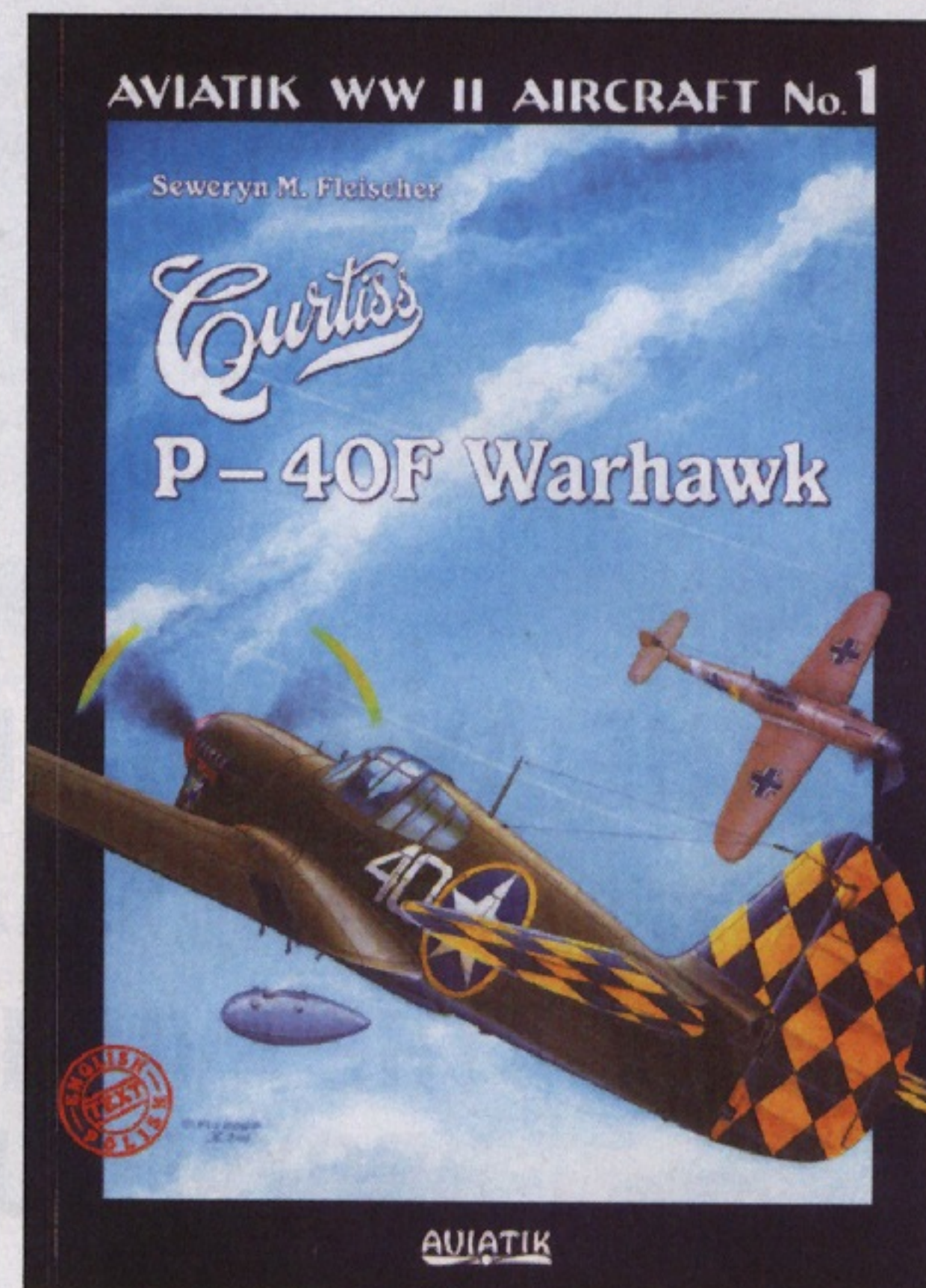
Format: 295mm x 205mm, 66 Pages Cover: Laminated Card

This is the first in a new series from this publisher entitled Aviatik WWII Aircraft. It is offered with both English and Polish text, not split on each page, the English text is first with the Polish section at the back. The narrative starts with a look at the P-40 as a whole, then moves on to chart both the development and service use of the F-series. These sections are well illustrated with period black and white images, and it lasts for thirty-two pages. By this stage in the book you reach the appendices, the first of which is a colour cross-reference chart listing US and RAF colours. Next is technical

data for the P-40-F-CU (F-1) and F-5 to F-20 airframes, and finally there is a selected bibliography. The next thirteen pages are full of 1/72nd and 1/48th scale plans. These are followed by a camouflage diagram and then eight pages of colour profiles. The remainder of the title is the Polish text.

This is an excellent title and perfectly times for use with the AMtech kit (See Quick Build elsewhere). It is well written and illustrated, and covers a subject that has not had that much specific coverage elsewhere (most titles look at the P-40 in general). It can therefore be highly recommended.

Our thanks to Aviatik Production for the review sample.



bookshelf

Aviation History Colouring Book 52 - Update & Oddities

by Ian K. Baker

Price: £TBA (Aus\$13.00)

ISSN: 1322-0217

Publisher: Ian K. Baker

Format: 297mm x 205mm, 22 Pages

Cover: Stapled Card

This is the latest in the well-established Aviation History Colouring Book series from Ian. This one is a kind of update to previous ones, but also deals with a few new subjects. It covers such topics as the proposed use of the Swordfish by the RAAF and its potential colour scheme, camouflage colours of NEI aircraft in the 1941 to 1942, some unusual camouflage schemes for the Liberator, more information on RNZAF Corsairs and Kittyhawks and details on early RNAS markings. Each section documents the evidence compiled by the author and uses photocopies of relevant images etc plus some of Ian's lovely lineart drawings.

If you are into camouflage and markings as a whole, or just have an interest in one of the subjects covered, Ian's titles are always well



worth considering and as such this title can be recommended to all.

Our thanks to Ian K. Baker for the review samples. UK and European orders should be made via Mushroom Model Publications or Ian Allan Bookshop. In the USA the series can be obtained from M&Models and in New Zealand via NZ Models. All other enquiries should be made directly to Ian K. Baker.

Supermarine Seafire Mk Ib - Mk 47

by J. Freeman

Price: £10.99

ISBN: 0-904643-00-0

Publisher: The Aviation Workshop Publications Ltd

Format: 210mm x 297mm, 32 Pages

Cover: Laminated Card

This is the latest release from The Aviation Workshop Publications and once again it follows their established format of (basically) a book full of colour profiles. There is one page of colour side profiles for every page of side and plan profiles. Because there is quite a bit of historical and technical text relating to each mark of the Seafire, this means that there are three or four side profiles on one page (often mixed with the text), then two side and two plan profiles on the next. Each image is accompanied with an extensive caption listing both the historical data relating to the specific aircraft, its camouflage and marking information and a list of references from which data was accumulated to create the profile. The coverage has been split to deal with each mark of the Seafire, from the Mk Ib, through the Mk IIc, Mk III,



Mk XV and XVII and F Mk 45, 46 & 47. The coverage then switches to deal with specific operators other than the FAA of the Seafire. These include Canada (RCN), France (Aéronavale), Burma and Ireland.

If profiles of the Seafire are what you are after and the subject is what you want, then this book delivers the goods.

Our thanks to The Aviation Workshop Publications Ltd for the review sample.

A129 Mangusta Italian Attack Helicopter

by Marco Mattioli

Price: £TBA (€15.90)

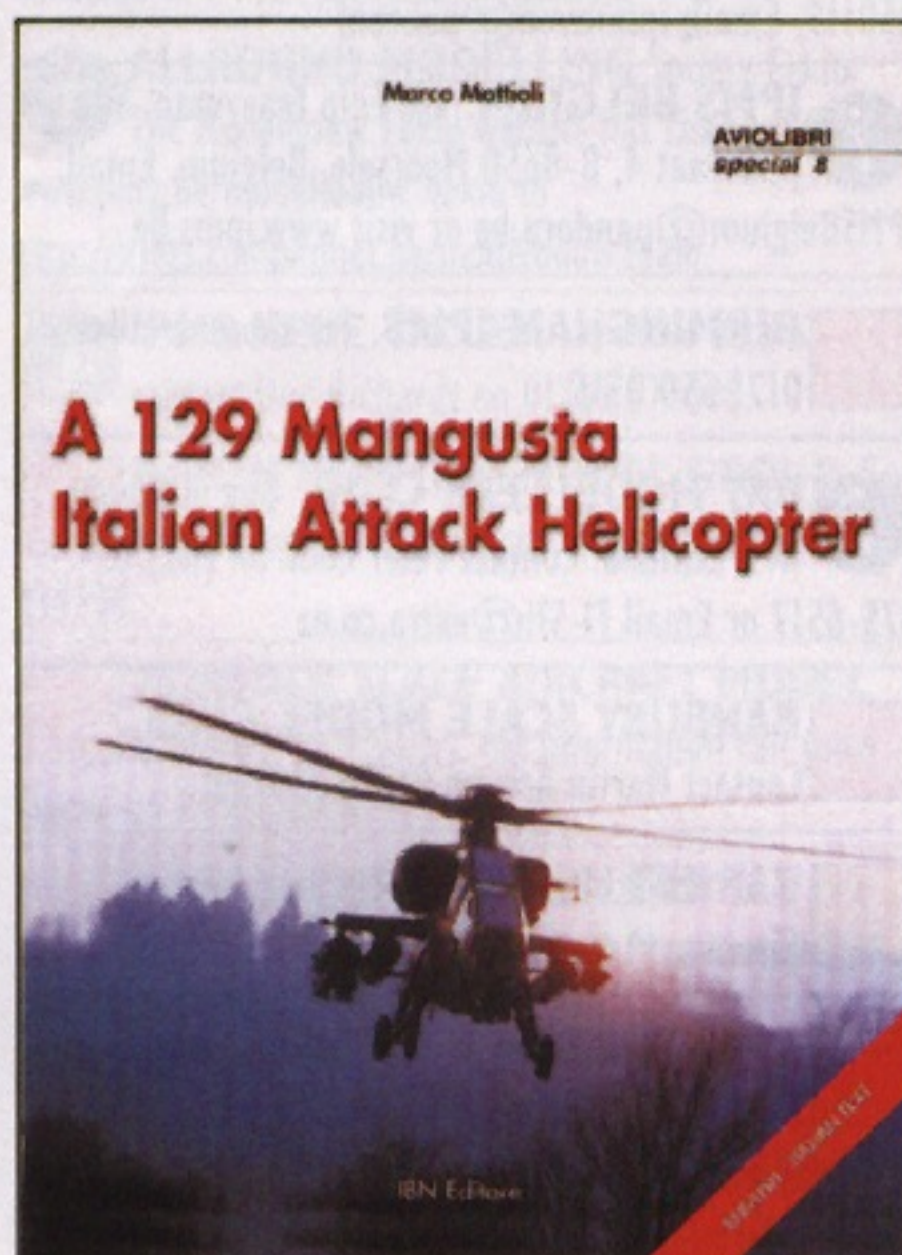
ISBN: 88-7565-001-2

Publisher:

Format: 210mm x 297mm, 64 Page

Cover: Laminated Card

This is the latest title from Italian publisher IBN and comes in the usual format with narrative text and photo captions offered in both Italian and English. The title is split into two main sections. The first deals with the development, operational service in Italy and potential use by other world powers. This section takes up forty-two pages and is packed full of very useful black and white and colour photographs. The second section is a modelling section, and this is offered in both black and white and colour. Eight pages are



used in this section and it deals with the Cunarmodel resin and Italeri injected 1/72nd scale kits. This is followed by the final section which although entitled 'colouring'

deals with the camouflage and marking of the type (not hard, as is "any colour as long as it is green"!). The final section offers technical data on the type along with some nice clear images in and around the airframe.

Overall this is a great book, up to IBN's usual high standard. It is good to see the A129 covered and the use of both Italian and English text just makes the whole thing far more appealing. If you like the Mangusta, Italian subjects or just helicopters in general then this book is for you.

Our thanks to IBN for the review sample. UK customers can obtain this title from Midland Counties, in North America from Pacific Coast Models, in Australia from Aeroworks and in Japan via Nishiyama Yosho Co., Ltd.

British Phantoms

by W. Zetsche & Marcus Herbote

Price: £TBA (€19.95)

ISBN: 3-935687-05-2

Publisher: AirDOC

Format: 210mmx297mm, 72 Pages

Cover: Laminated Card

This is the fourth title in this series from AirDOC and follows on from their previous one of Luftwaffe operations with the Phantom (See Vol.9 Iss.5 Page 490). It is in both English and German throughout (including photo captions), with the narrative split 50/50 in each language on each page. The narrative is basically a historical document, charting the use of the Phantom by the RAF and each unit's use of it in

Germany. These are heavily illustrated throughout with both colour photographs and colour side profiles. The centre pages offer a four-page fold-out set of 1/48th scale plans for the FGR.2 and F-4M versions. The last eight pages of this title give a very useful set of walk-around photographs, in and around a FGR.2 (mainly of the example preserved at the RAFM at Hendon).

Once again AirDOC have made a well produced title that is packed with information and photographs and ideal for the modeller, as well as all 'Phantom Phans'.

Our thanks to AirDOC for the review sample.



The Taube at War

by P.M. Grosz

Price: £10.00

ISBN: 1-902207-59-9

Publisher: Albatros Productions

Format: 297mm x 210mm, 40 Pages

Cover: Laminated Card

The is the latest addition to the Windsock Datafile series, being the 104th title. As with all titles in the series the narrative deals with the technical and service history of the chosen subject. This time however the subject is a series, not just a single type, as the Taube (Dove) was built by a number of different firms in a number of different forms. The text deals with the brief history of each Taube produced by Albatros, Etrich and Rumpler, Caspar, DFW, Euler, Goedecker, Gotha, Halberstadt, Jeannin, Kondor, Rahtjen (later Germania),



Roland and Rumpler. There are both 1/72nd & 1/48th scale plans of the Rumpler 4C and Jeannin A.271/14 (and A.180/14) machines

in the centre pages. The narrative text is supported with a mass of period black and white images of these machines, all of which have extensive captions.

This is another excellent title that is well written and illustrated. If the subject aircraft is of interest to you then I am sure you will find this title of considerable use.

Our thanks to Albatros Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

Don't forget that the latest edition of Windsock International (Vol. 20 No.2 March/April 2004) is also now available from Albatros Productions. It retails for £6.50 in the UK, so for more details contact Albatros directly.

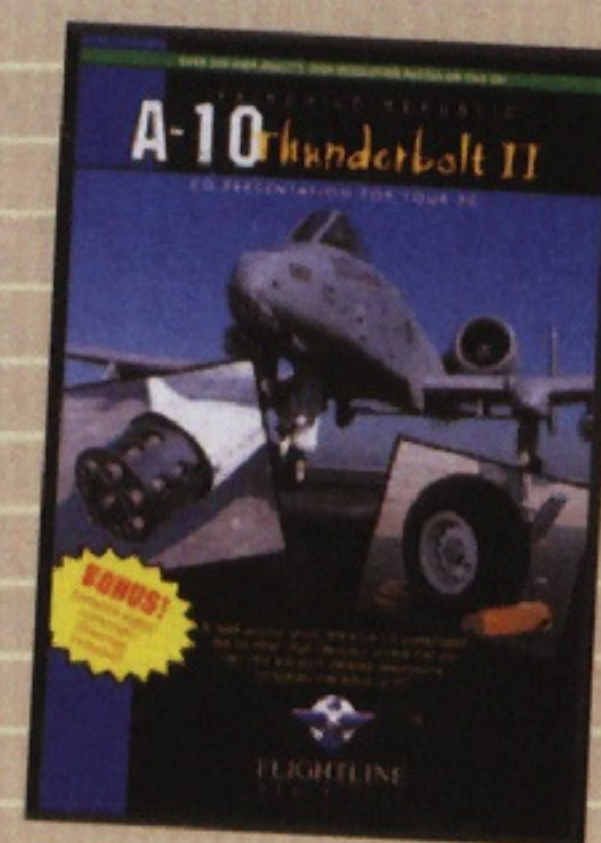
cd rack



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- Internet Explorer 4 or greater

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Price: £TBA (\$19.950)
Order - Online: www.FlightLineMedia.com
Contact: FlightLine Media LLC, 29401 Eddy Road, Willoughby Hills, OH 44092, USA.

stop press



Please note that the Windsock Datafile on the Sopwith F.1 Camel (No.26) has just been reprinted by Albatros. This title is ideal for those of you building the Eduard kits and it retails for just £12.00). Be aware that the title includes the lovely cutaway drawings from Arthur Bentley, as well as detailed shots in the RAF Museum's example, which is now suspended from the ceiling of the new Milestones of Flight building and away from the public's gaze!



clubs & societies

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.



AAM/IPMS PORTUGAL. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

THE ABERDEEN MODELLERS SOCIETY. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

ABINGDON IPMS. For information contact Simon Fisher Tel: 01993 774034 (not after 9pm).

AIRFIX COLLECTOR'S CLUB. For more information contact Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX.

ASVC Wombourne, Nr Wolverhampton. We lay claim to being the oldest established model club in the country, having been going for over 25 years! So we must be doing something right. Meeting 1st Saturday of the month at Allen Hall. Details from John Turner on 01384 78179.

IPMS AUSTRIA More information on our web site: www.ipms.at or contact Peter Havel, Maerzstrasse 127/46, A-1140 Wien, hape.ipms@gmx.at or Rainer Selisko, seli.ipms@gmx.at Fax +431 586 6215. Monthly meetings in Vienna, quarterly magazine Panorama, IPMS ScaleShop.

AVON SCALE MODEL SOCIETY - a small friendly modelling club meets on the 3rd Thursday of each month, at the Longwell Green Community Centre on the outskirts of Bristol. We cater for all types of modelling subjects, so if you think you would benefit from joining us, come along or for information phone: Ian Bryant on 0117 9324053 or Ray Hackney on 0117 9569777.

THE ASSOCIATION OF LONDON MODELLERS (inc. IPMS London). Meet between 7-9.30pm on the last Wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or email BRIAN@asofmod.freemove.co.uk

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION PO Box 51, Strathfield NSW 2135, Australia. Web site WWW.apma.org.au. Meet at Ryde City Bowling Club Auditorium, Blaxland Road, Ryde. Contact: Tel:(02) 98083215 email: sljenkins@apma.org.au

AVRO LANCASHIRE IPMS. Contact David Thow on 01772 671368 or email idthow@tesco.net

IPMS AVON meets at the Rotunda Club (Avon Suite) on the third Wednesday of the month at 20.00hrs. For more details contact Phil, Tel/Fax: 01454 850119, Email: ipmsavon@aol.com

IPMS BELGIUM. c/o Filip Fraeyman, Sint Janstraat 4, B-8650 Moorsele, Belgium. Email: IPMSBelgium@pandora.be or visit www.ipms.be

BIRMINGHAM IPMS. For more details call 0121 550 0515.

BAY MODELLERS CLUB, Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

BANBURY SCALE MODEL CLUB. Contact Martin Aris on 01295 710150.

BARNET IPMS. Contact Pete Stern (Secretary) on 020 8449 7854.

UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

BLACKPOOL MODELLERS. Contact Darren Elliott on Tel: 01253 317265 or E-mail: darren@miramar55.freemove.co.uk

BOGNOR REGIS MILITARY Modelling and Wargaming Society is based at the West Meads Community Centre, Bognor Regis. It meets on Monday evenings from 7.30 and caters for all areas of military modelling. There is a very active wargames section catering for a wide range of campaigns. Pay us a visit or call 01243 824542 or 01243 814549

BRAMPTON SCALE MODEL CLUB (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

IPMS BOLTON. For more details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail the club at: ipms.bolton@btopenworld.com

BRIDLINGTON & WOLDS SCALE MODEL CLUB meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Adrian Morris 01723 375962

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

IPMS CAPE PENINSULA (SOUTH AFRICA), Cape Scale Modellers Club. Contact Marc Cilliers Tel: 021 671 5595 or 083 444 9471.

CHELMSFORD AND ESSEX SCALE Modelling Club. Due to unforeseen circumstances we have had to change venue. As from the first Thursday (6th) of November we will be meeting at The Horse and Groom Galleywood Common near Chelmsford, where we will have our own private room.

CHAPITRE REAL COTE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

CHILTERN SCALE MODEL CLUB. (incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

IPMS TYNESIDE meets at St. John's Church Hall, Newcastle-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan Tel: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Baginton. CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman); 45 Bodriggy St, Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collygree Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

IPMS DEUTSCHLAND e.V. Contact: Volker Helms., Alte Dorfstrasse 26A, D-19065 Gdorn, Germany. E-mail: Volker.Helms@t-online.de. Home page: www.ipmsdeutschland.de.

EAST KENT MODEL CLUB meets in Ramsgate. For details contact Stu Davies on 01843 867404.

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.

EAST RIDING SCALE MODEL ASSOCIATION meets every second Monday in the month at Beverley. Anyone interested should contact either: Richard Alsop 01482 711300 or Tony Bolder 01482 566008

IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

EASTERN SUBURBS SCALE MODEL CLUB (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61 + 3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

FAMAS (Frog & Airfix Model Aircraft Society) Please note that this society's activities have temporarily ceased. Merv Hambling the founder states that the Sept/Oct 2003 edition (Vol.8/No.5) of their journal will be the penultimate one until some time after March 2007, when pressure of work and other commitments will have reduced to such an extent that he can once again relaunch the society. Everyone on the current mailing list will be recontacted once the society restarts. Anyone wanting to be added to this list, or any of you who are members and change address in the interim should contact Merv at 29 Ridge Way, Cromer, Norfolk. NR27 0HS. In the meantime anyone with an interest in Airfix products, can contact the Airfix Collectors' Club via Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX. Email: jezbrook@btinternet.com

IPMS FENLAND/SPALDING MODEL GROUP. Contact Dave Hawkyard 01775 720568.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

GLOUCESTER IPMS. Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

GRANTHAM MODEL CLUB. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

IPMS GREECE (CORFU BRANCH) Contact 0030 661 41506 or Fax 0030 661 41114.

GUERNSEY PLASTIC MODELLERS GROUP. Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

THE HARROW MODELLING SOCIETY. Contact Roger on 020 89976051 for more details or visit www.harrowmodellingsociety.co.uk

HOBBY DEPOT MODELER CLUB Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

IPMS HORNCHURCH. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 020 8594 4670.

ISCA SCALE PLASTIC MODEL CLUB - East Devon. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

IPMS KENT. For full details please contact Ken Withey, 8 Belmont Road, London, SE25 4QF Tel: 0208 654 8531 Email: kenwithey@btinternet.com.

IPMS KINGSTON (CANADA). Contact Tony on 389 4878.

IPMS PROVINCES OF FRANCE. The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>

IPMS SOUTH AFRICA. For further details contact Colin Burgess on 011 462 3549 or Email albertn@global.co.za or visit or Web site at www.kimberley.co.za/ipmssa.

IPMS SOUTH EAST LONDON please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8697 6929.

IPMS SOUTHAMPTON. For more details contact Nigel Robins on 02380 582808.

IPMS STE HELENE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.

IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

IPMS WESSEX. For more details contact Karen Robins on 02380 582808.

IPMS YU-VOJVODINA (Yugoslavia). Contact Nenad Miklusev, Bulevar Veljika Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

JUNIOR MODEL CLUB, Midland Air Museum, Baginton, Coventry. For more information contact Dianne James. Tel: 024 76301033

KEMPSTON & DISTRICT SCALE MODELLING CLUB. Meet twice a month on alternate Tuesday evenings at Southfield Community Centre, Kempston, Beds at 7pm. All welcome, irrespective of skill levels. Contact Tony Issott on 01234 852780

KINGS' LYNN SCALE MODEL CLUB dealing with all aspects of modelling. We meet on the second Wednesday of the month in the 'Workers Club' in King's Lynn at 19.30. For more information ring Mike Condra 01553 827126 or David Crump 01553 673744.

LINCOLN MODEL CLUB (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

KAIMAI BRANCH IPMS (NZ). Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

KEIGHLEY PLASTIC MODEL SOCIETY contact John on (01535) 665722.

LEEDS IPMS. Meets 2nd Friday each month at Netherton Working Mens Club, Netherton Lane, Netherton, Wakefield. Contact Mike Robson on 01484 350612. Microbe100@ntlworld.com

LOTHIAN MODELLERS CLUB and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

MARITZBURG MODELLERS CLUB, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

MANCHESTER IPMS Contact Karen Cunliffe on 0161 343 5475 or Bernard Chadwick 01942 675277 for discussions or further details.

MEDWAY MODELLING CLUB, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

MEIR MODEL CLUB, Meir Community Centre, Meir, Stoke-on-Trent, meetings every Wednesday 7-10 pm. For more details contact Alan Ewart (Tel: 01782 388892) or Cliff Kelsall (Tel: 01782 543026).

MERCIA SCALE MODELLERS (incorporating IPMS Mercia). For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. Tel: 02476 745551.

MERSEYSIDE SCALE MODEL CLUB (IPMS) meet 1st Tuesday of the month at Royal British Legion, Crosby Road North, Waterloo. L22 0LG.

MILDENHALL PLASTIC MODEL CLUB. Meets 1st & 3rd Wednesday each month in British Legion Club, High Street, Lakenheath, Suffolk, at 8pm.

MILTON KEYNES MODEL CLUB. Contact Phil Smith on 01908 505988.

MODELLSPORTCLUB HANS GRADE Berlin, c/o Mr. B. Schurak, Lindenstr. 8, D-15831 Wassmannsdorf, Germany. Visit www.msc-hansgrade-berlin.de or e-mail sschurak@aol.com

ALLROUND MODELLING Society Eeklo. The Modelbouw Eeklo website has changed from www.ping.be/modellbouw-eeklo to <http://users.compaqnet.be/modellbouw.eeklo>.

IPMS NENE VALLEY. For more details contact Dan Richards on 01733 572898.

NORTH NORFOLK MODEL GROUP. For more information contact P. Pegg on 07760 433734.

NORFOLK SCALE AIRCRAFT MODEL GROUP (Norwich). For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Eric Dyke on 01206 823413 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET MODELLERS SOCIETY. For more information ring Fred Tooke on (01934) 416798.

NORTH STAFFS MODEL CLUB. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NOTTINGHAM AND DISTRICT IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

NUCLEO DE MODELISMO DE ESPINHO Rua 8, No. 931, Espinho, Portugal. Please contact Jose Ferreira on 351 22 7310745 or email nme.modelismo@clix.pt

'ON THE ROAD' MODELLING CLUB from Brugge (Belgium) for all civil vehicle modellers. For more information please contact Peter D'Hollander@village.uu.net or Tel: 053/77.47.18.

GREATER PETERBOROUGH MODEL CLUB For more details contact Keith Boucher, Tel: 01733 242683

PEMBROKESHIRE PLASTIC MODELLER'S SOCIETY. A friendly group of like-minded individuals from all spectrums of the plastic modelling fraternity who meet fortnightly to exchange information and techniques to assist each other in their hobby. Contact: Mark at Merlin Models on 01437 762633 or e-mail mark.rosser@btinternet.com

THE PENSNETT MODEL MAKERS SOCIETY. For more details contact John Boucker on 01384 834437.

PLYMOUTH SCALE MODEL ASSOCIATION. Contact Roger Haskell on 01752 267527 after 6pm.

PMC KOELN E.V., Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklemi@netcologne.de

POOLE SCALE MODELLERS Contact Malcolm on 01202 694037.

POOLE VIKINGS MODEL CLUB (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

THE POTTERIES MODEL CLUB, Stoke-on-Trent. For more information contact the club secretary Alan Ewart on 01782 388892.

ROARING 40s MODEL CLUB, IPMS Otago/Southland (New Zealand). Contact Lloyd Stridiron, 131 Black Road, Otatara 9 RD, Invercargill. Tel: (03) 213 0479 Email: tigmooths@southnet.co.nz Web: www.geocities.com/roaring40sdunedin/index.html. We meet weekly.

ROBERTSBRIDGE AVIATION SOCIETY MODEL Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

ROMSEY MODELLERS meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyleshades, Romsey. SO51 5RJ. Tel: 01794 522968.

SALISBURY IPMS. Please contact: Peter James, 'Lothlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel: 01980 862403.

SHROPSHIRE SCALE MODELLERS (IPMS Telford). Contact Gary Stevens, 8 Whitmere Road, Shrewsbury. SY1 3BT.

THE SILICON VALLEY SCALE MODELERS meet at the Los Altos Public Library, Los Altos, California on the third Friday of every month. For more details contact Chris Bucholtz on (408) 723 3995 or Email bucholtzcc@aol.com.

IPMS SOUTH EAST ESSEX/SOUTHEND- ON-SEA. Contact Simon Oliver on 01702 614831 (after 7pm) or John Drummond 01702 205494 (after 7pm).

SOUTH CHESHIRE M.M.C. (Crewe). Meet every other Wednesday at the Crosville Social Club in Crewe. For more details contact Phill Podmore, Tel: 01270 256 880.

SOUTH LONDON SCALE MODEL CLUB. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

SOUTH SHORE IPMS, Pembroke, MA (USA). For more details contact Bob Burnside Tel: 617 659 4883.

IPMS SPAIN (Amigos Modelistas Placentinos), Apdo. de Correos 287, 10600 Plasencia, Spain. Contact Julian Herrero Email: mig21@retemail.es.

SPRUES-R-US Scale model club meets every second Wednesday of the month in the Methodist Hall, North Road, Letchworth, Hertfordshire at 7.30pm. For further details please contact Peter Magee on 01462 640642 or Peter Park on 01462 675779.

ST. EDMUNDSBURY SCALE MODELLERS. Contact Rod Jones (Secretary) on 01284 - 766104.

STAFFORD IPMS MODEL CLUB. For information contact; Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

STIRLING & DISTRICT MODELLERS SOCIETY SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

SUNDERLAND SCALE MODEL CLUB meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

SOUTHDOWNS MODEL GROUP. For information please contact 01403 782638.

NORTH SURREY MILITARY MODELLING GROUP For more information contact Keith Goldsworthy on 020 887327886 or Kevin Jarrett on 020 83938534. Alternatively you can Email the club at nsmmc@cwcom.net

SUTTON COLDFIELD MODEL MAKERS' SOCIETY For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

SWANSEA MILITARY MODELLING SOCIETY. Held in Morriston, Swansea on the second Wednesday of each month. Contact Keith Ryder (Branch Secretary) on 01792 815710 or Email keith_ryder@hotmail.com

TAYSIDE MODELLING SOCIETY. Details from Keith Herd, 38 Ashgrove, Perth. Tel: 01738 629555 (Sorry no under 16's).

IPMS/USA SUPERGLUERS OF SAN ANTONIO, TEXAS, USA. For more information contact Thunderbolt Hobbies (Tel: [210] 736 0768) and ask for Bob Kelly, Ian Hemmings or Skippy Harris.

THE OKLAHOMA HISTORICAL MODELERS SOCIETY. For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net.

THURROCK SCALE MODEL CLUB. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

THAMES VALLEY SCALE MODELS CLUB. For further details please contact Keith Sherwood on 01494 533778.

WALLINGFORD (IPMS). For more details contact Club Secretary Phil Golding on 01491 201827 or George Clark on 01491 201902.

WARRINGTON (IPMS). For details contact Dave Foxall on 01925 825619.

WATFORD MODEL CLUB. For more info. contact Nigel Foster on 01525 384875.

WEST BERKS SCALE MODEL CLUB. Contact Adrian on 01635 49524 evenings before 9pm or write to: 14 Oakley Rd, Shaw, Newbury, Berks, RG14 2PD.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

IPMS WEST RIDING new branch sec's email will be martin.johnston2@ntlworld.com Tel: 01132943321.

YORK & DISTRICT PLASTIC MODELS SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

SIGPMA A NEW SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email: ruidom@mail.telepac.pt

YU AVIATION SIG. Please note that this group's Email address has changed from modelart@ptt.yu to yasig@eunet.yu. The group also has a new postal address; Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

YUGOSLAV AVIATION SIG discussion board at <http://disc.server.com/58276.html>.

I AM CURRENTLY TRYING TO REVIVE the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants. NN9 6QA or Email David.Campbell@Tesco.net

Special Interest Groups (SIGs)

AXIS EAGLES - World War II Axis Aircraft Special Interest Group meets bimonthly at Ashburton Library, 154 High Street, Ashburton, Victoria, Australia. For more Info. contact axiseagles@ozemail.com.au or jjbaxter@techno.com.au

IPMS GULF WAR SIG. For more details contact Gary Madgwick, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746. Email: gary.madgwick@dial.appleinter.net.

HAVE APPLIED TO REGISTER the, DC-3/C-47 Tribute SIG anyone interested in joining please contact me on 01480 861387 or by email D.gait@virgin.net Civil and Military modellers welcome.

THE ANZAC SIG is forming covering Australian, New Zealand, Canadian, UK and Commonwealth Military subjects post 1960. For more information contact Gary Madgwick, The Aviation Workshop, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746.

PURSUIT S.I.G for anyone interested in American pursuit aircraft. Contact Chris Norfolk on 01132176325 or at christophernorfolk1@ntlworld.com

The IPMS Racing & Record Aircraft SIG. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.

WORLD WAR ONE SIG has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswires.htm>

WORLD HELICOPTER SIG. Contact Geoff Arnold, 44 Rowan Road, Market Drayton, Shropshire. Email: geoffrey.a-hell-sig@whsmithnet.co.uk

WINGS 'N' WIRES. IPMS World War I Aircraft SIG. Contact Joel Christy, 35 North Lane, Haxby, York. YO32 3JS

IPMS UK Fleet Air Arm Special Interest Group. For more details contact Steve Hubbard on 020 8220 3638. email: faasig@msn.com

IPMS (UK) WEB site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact membership@ipms-uk.co.uk

8TH USAAF IN WWII SIG being started. Please contact either Mr L Wells, 17 Helford Drive, Breadsands Park, Paignton, South Devon. TQ4 7NL. Tel. 01803 844977, email: wellyz_2002@yahoo.com, or Mr R Gray, 92 Prospect Avenue, Pye Nest, Halifax, West Yorkshire. HX2 7HP, email: trebor@yarg1861.freeserve.co.uk for more information.

readers' classified

FOR SALE

Rare Hawk 1/48th U-2A (Small Intakes) £15.00, Revell 1/28th Spad XIII £15.00, Monogram 1/48th F-117A + Cutting Edge US Flag decals £20.00 and Classic Airframes Fairey Battle Trainer £20.00. Contact Howard Pizzey, 26 Redgate, Thetford, Norfolk. IP24 2HA. Tel: 01842 755955.

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WANTED

Pavla 1/72nd Fairchild Forwarder/
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'Tigercat Night Prowlers Pt.I'. Contact Glenn on 01603 439775 or Email: Jules_a_welton@hotmail.com

Kit catalogues from 1970s thru

to present (any quantity), especially Airfix 1981 & 1991 and Tamiya 1969 to 1972, 1974 & 1976. Also looking for unwanted kit instructions/header cards and box tops/colour option illustrations etc to help me build up my reference library of same. Contact R.A.Franks at PO Box 426, Bedford. MK43 0WF, or email me at SAMed@compuserve.com

Please Note... Submissions to the Readers' Classified section will be accepted in either typed or hand-written formats. Please note that the latter must be clear and in capital letters. We must insist on this, as a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

feedback

See 'Thunderbolt Postscript' on page 474

Comments from Stuart Israel on the P-47D

Dear Sir,

I seriously considered whether or not to write this letter and I assure you that I derive no pleasure from

criticising the work of those who contribute material to Scale Aviation Modeller. However, I feel it necessary to voice some disappointment with certain aspects of the scale plans of the Republic P-47 Thunderbolt which appeared in the February issue of SAMI.

A number of errors are apparent. Firstly, in the head-on view the wing-mounted MG's are drawn as being parallel to the wing leading edge, in other words at the same angle as the wing dihedral. These guns were in fact installed with the inboard guns placed higher than the outboard weapons and appeared parallel to the ground in head-on view. Most kit manufacturers managed to duplicate the same mistake until fairly recently. But you probably knew that anyway.

Second point. The plans do not

illustrate the bulged keel introduced from the P-47D-5 to accommodate the plumbing for a ventral drop tank and shackles for a bomb rack. Some early P-47D's and P-47C's were retrofitted with this feature. The drawings do not differentiate between the P-47B and the 'D' model in this area.

Although it is not indicated, the P-47D-22 was fitted with the Hamilton-Standard Hydromatic propeller which was uncuffed and had a shorter and less pointed hub in comparison with the Curtiss Electric type found on earlier P-47's.

Later Thunderbolts reverted to Curtiss Electric props but of different diameters.

I haven't had time to study the plans of later P-47's in the March issue as yet. In any case, I have said what I felt had to be said and I do hope that my remarks will be received as well-intentioned. I still enjoy the magazine although it is some time since I actually built a kit. Old age takes its toll.

Yours Sincerely

Stuart Israel



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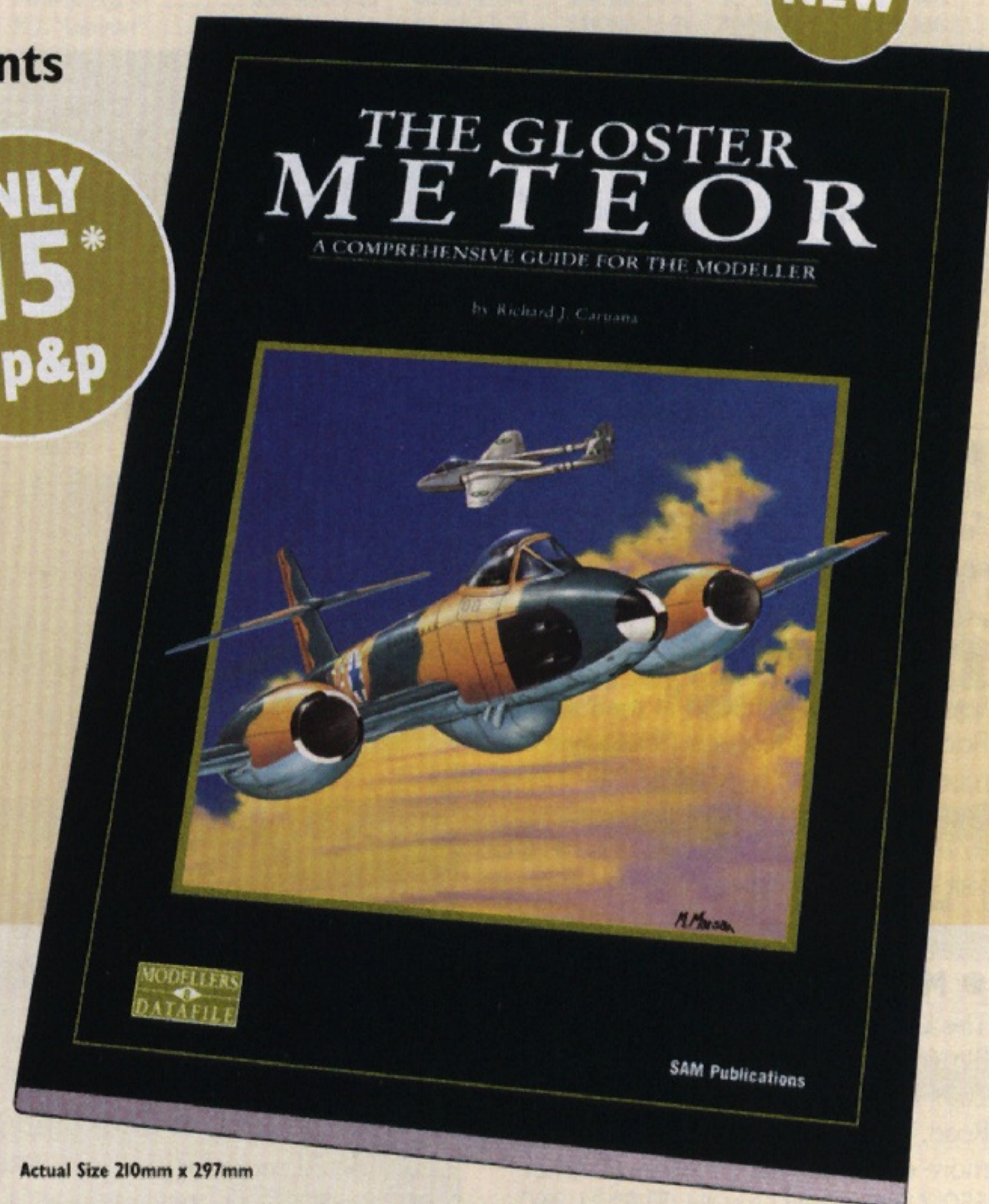
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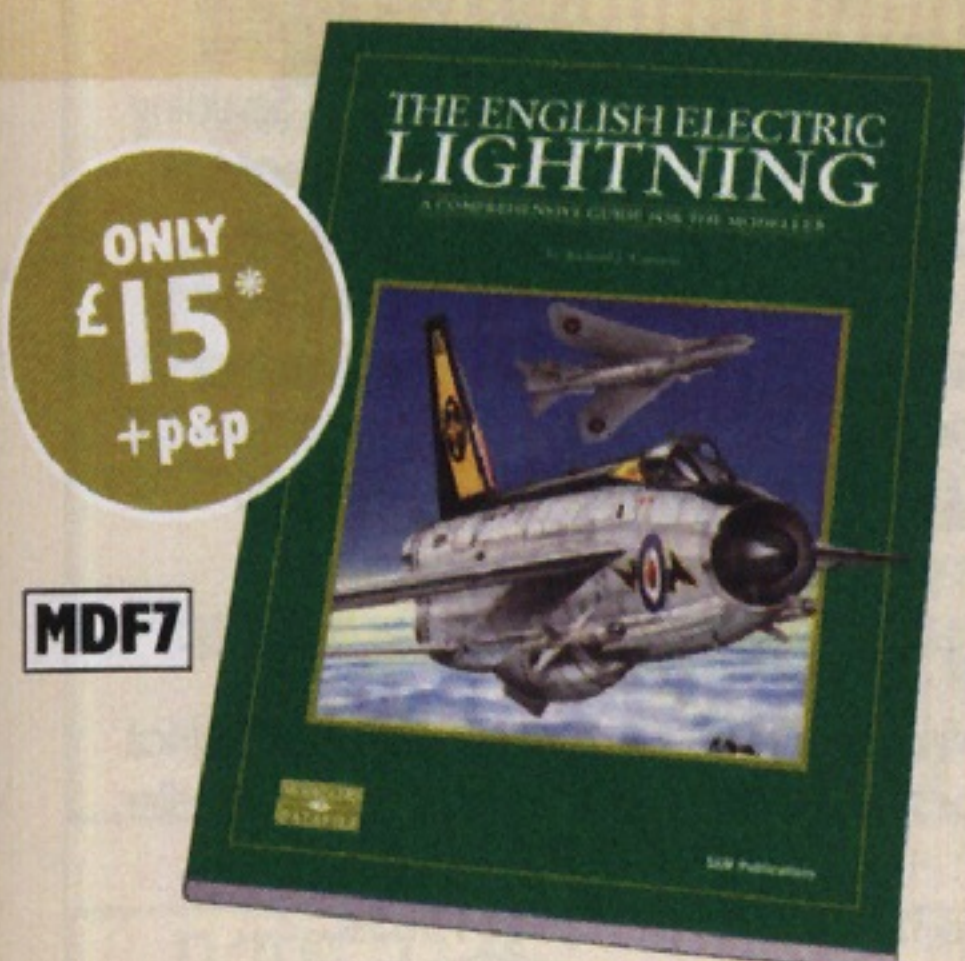
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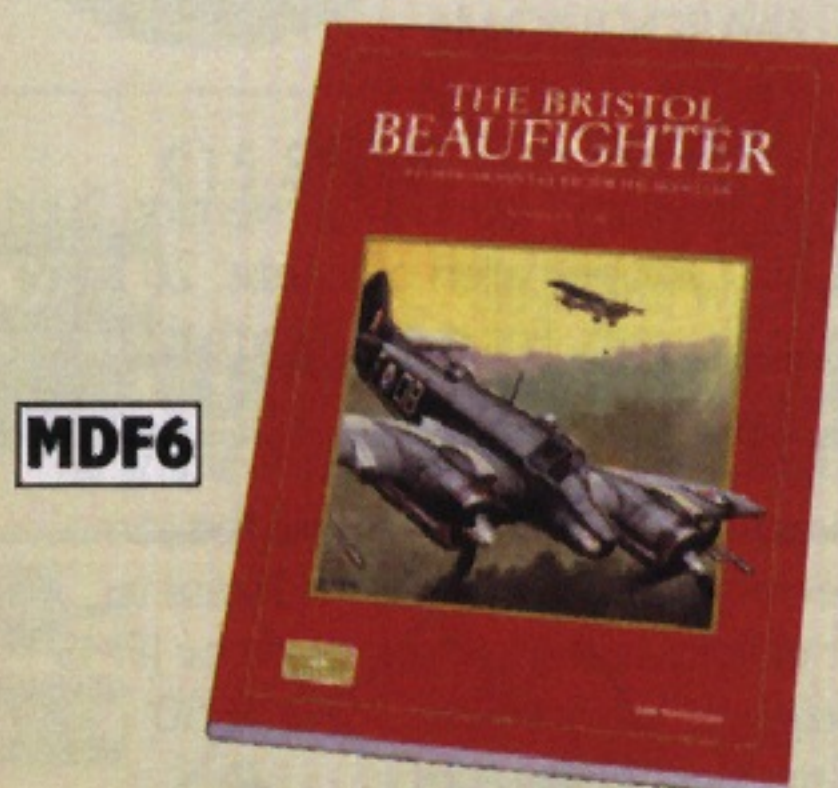
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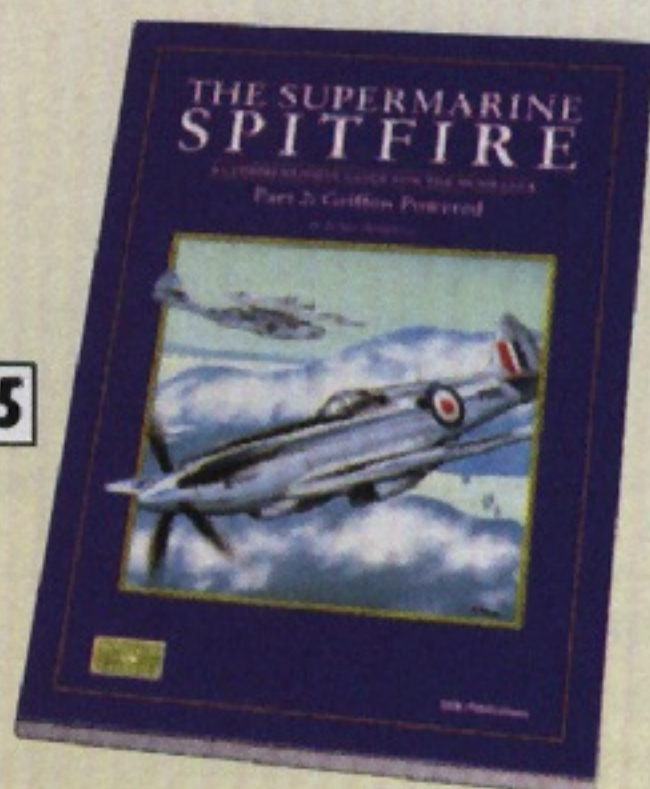
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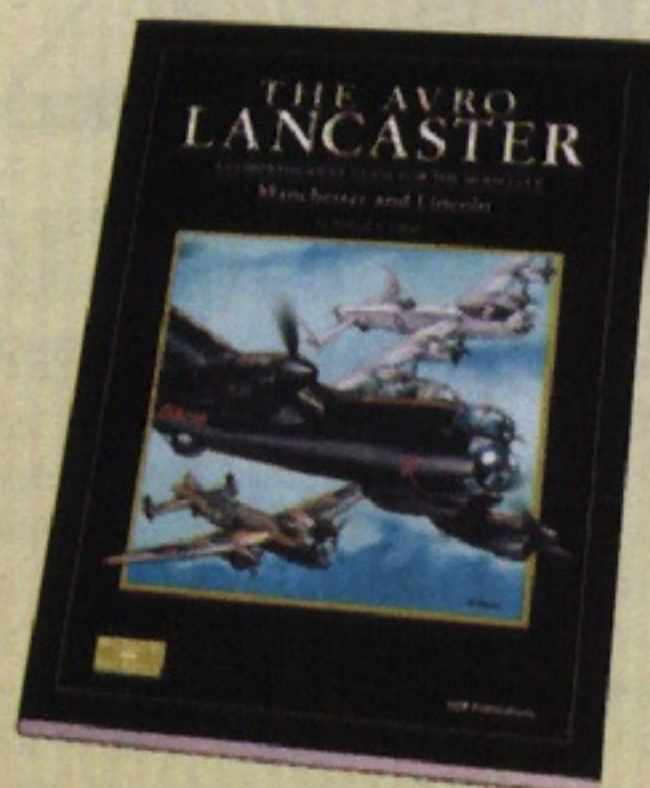
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events diary

2004

● **May 13th to 16th**

8th Model Show, Oficina da Cultura, Almada, Portugal. For more information contact Pedro Figueira, Apartado 531, Cova da Piedade, 2801-906 Almada, Portugal or E: am@mail@portugalmail.pt

● **May 9th**

Heathrow (LHR) Aircraft Enthusiasts Fair, Feltham Community College, Bowells Lane, Feltham, Middlesex

● **May 22nd**

Squadron ScaleFest 2004 at the Mesquite Rodeo Center, Mesquite, Texas. For more information send an SAE to Squadron ScaleFest 2004 PO Box 871416, Mesquite, Texas 75187-1416 or visit www.ipms.nct.org

● **May 23rd**

The Universal Modelling Society and IPMS Birmingham present Midland Model Expo 2004 at Leasowes Leisure Centre, Kent Road, Halesowen, Near Birmingham. For more details contact D. Jeffrey (T: 0121 550 7184), Craig Greville (T: 0121 360 4905) or Mike Cook (E: cook_mike@hotmail.com) or visit our W: www.midlandmodelexpo.co.uk

● **May 29th, 30th and 31st**

'Overlord 2004', The 60th D-Day anniversary show. Five Heads Road, Horndean, Nr. Portsmouth as usual. (just off Junct 2 -A3M). Full arena programme, bar and evening entertainment. Entry and support cars free, no caravan/motorhome restrictions. Chris Pearce (Vehicles) 01489 572582, Richard Notton (Stalls & General) 01329 832616 / 07939 136149 / 023 9278 1888. F: 023 9278 7588 E: Richard@fv623.demon.co.uk. Forms on the web for exhibitors and traders from mid Sept: www.solentmvt.co.uk

● **July 4th**

IPMS Mid Sussex presents 'A Fort Full of Models' at Newhaven Fort, East Sussex.



correction

Fiat CR.20bis

In the January 2004 edition (See Vol.10 Iss.1 page 23) we omitted to include any shots of Chris Busbridge's completed model with his review of the Choroszy Modelbud kit. So by way of an apology to Chris, Choroszy and our readership, please find these images reproduced here.

Richard A. Franks, Editor



● **June 19th**

Amay Modeles Club's 15th Modelling Day at the IPES Huy, 6 Avenue Delchambre, B-4500 Huy, Belgium. For further information contact J-P Dewar, 88 rue de la Forêt, B-41000 Seraing, Belgium (T: 00 32 4 337 07 88) or E: jean_pol.dewar@teledisnet.be

● **August 15th**

Redhill Airport. Aviation/Airline Collectors' Fair, Redhill, Surrey. T: 01737 822200

● **September 19th**

Wings and Things 2004 Model Show presented by IPMS Fenland and Spalding Model Club at the Grammar School, Spalding. All proceeds go to the Air Ambulance. Admission £1.00 (OAP and under 16s FREE). 10.00 to 4.00pm. For more information contact Pete on 01775 767729 or Mick on 01553 827126

● **September 21st to 25th**

Africa Militaire 2004, Pretoria, South Africa. for more information contact Bobby Keller, T: +27 12 6715493, F: +27 12 6638552, M: +27 836615694, E: commshop@mweb.co.za or visit W: www.aadexpo.co.za

● **September 25th**

Aeronautical Collectors' Fair, Shoreham airfield, Sussex. For more information contact 01424 440644

● **October 2nd**

Glasgow Model Show 2004 organised by Glasgow IPMS and Miniature Armour Group at the Kelvin Hall on Argyle Street

● **October 2nd - 3rd**

IPMS Belgium National Convention 2004 at the Oktoberhallen of Wieze, 20 km from Brussels. For more information visit www.ipms.be in late May or early June. Clubs, exhibitors or traders wanting an event file (to be sent around the same period) can forward their address to E: didier.waelkens@skynet.be or IPMS Belgium, Esdoornlaan 33, B-1850 Grimbergen, Belgium

● **October 9th**

Rushmoor Model Show, Shakespeare Road, Bedford. For more information contact Tony Issott, Silverlink 2B, King Street, Kempston, Bedfordshire MK42 8BN

● **September 5th**

Leicestershire IPMS Model Show at Lutterworth Wycliffe Rooms, Leicestershire. For more information contact Martin Connolly on 01455 284600 or E: connollyshouse@aol.com

● **September 5th**

Aero Space & Vehicle Club Model Show at The Community Centre, Church Road, Woombourne, nr Wolverhampton, West Midlands. For more details contact J. Carter, Tansy Field, Bayton Common, Kidderminster, Worcestershire. DY14 9NN or D. Cattell, 43 Balmoral Drive, Willenhall, West Midlands, WV12 5TH

● **July 10th - 11th**

IPMS Durham (NEMS) 11th Annual Show at the Brough Hall, The Headlands, Hartlepool. For more information contact Brian Watt, 33 Caverham Road, Chapel House, Newcastle Upon Tyne NE5 1JP T: 0191 2291067, E: B.P.Watt@btopenworld.com or Paul Bowen, 8 Hollinside Terrace, Highfield, Rowlands Gill, Newcastle Upon Tyne NE39 2JW T: 0120 754667

● **June 12th & 13th**

North Queensland Model Expo 2004 at The Thuringowa Sound Shell, Townsville, North Queensland, Australia. For more details contact the Club Secretary, Peter Johnstone, T: +07 47287003 or E: peter@pjdesign.com.au



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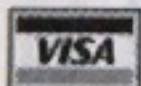
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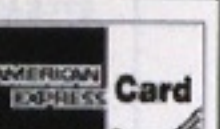
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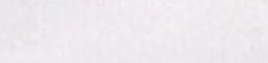
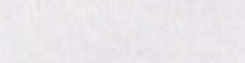
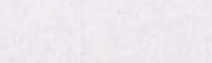
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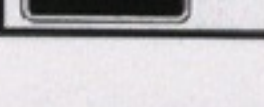
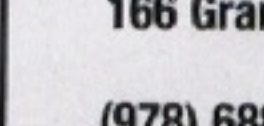
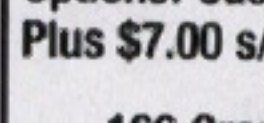
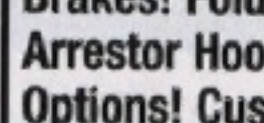
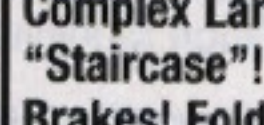
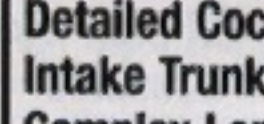
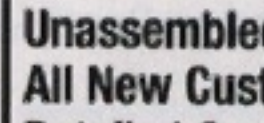
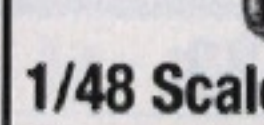
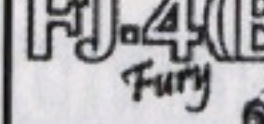
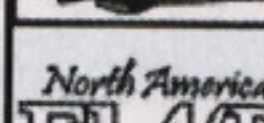
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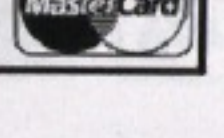
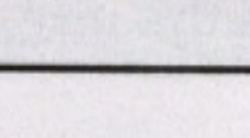
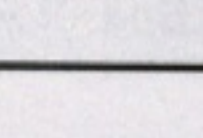
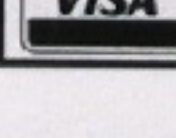
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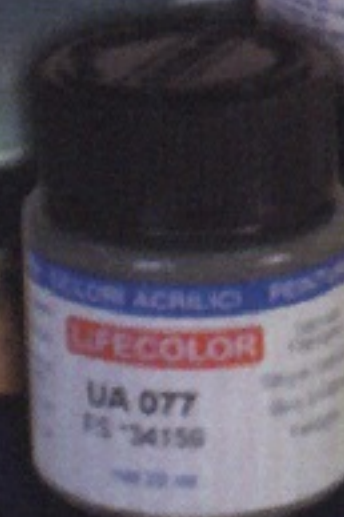
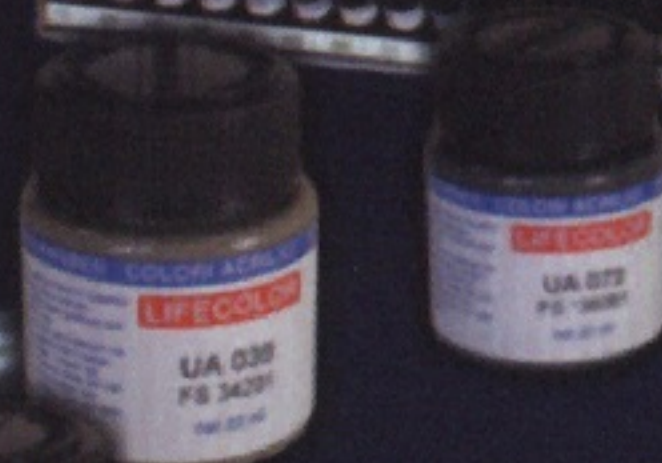
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